United States Court of Appeals

for the Second Circuit

JOINT APPENDIX

[illegible]

M/s "[illegible]"

3911-[illegible] - [illegible] lbs
inner envelope disturbed and cut
one side envelope torn at outer edge 100 x 100 mm,
other side envelope torn at inner edge [illegible] x [illegible] mm, exposed
windings edges dented

3911-[illegible] - [illegible] lbs
one envelope disturbed, buckled & torn
both sides envelope dented at inner edge, inner windings
chafed & dented

3911-[illegible] - [illegible] lbs
one envelope disturbed
both sides envelope dented at inner edge
one side envelope cut over [illegible] x [illegible] mm deep

[illegible]

3911-[illegible] - [illegible] lbs
outer envelope slightly torn, contents exposed, inner envelope
torn off, inner layers dented & chafed
both sides envelope torn at inner edge
on one side, envelope torn [illegible] x [illegible] mm, exposed windings
edges chafed

3911-[illegible] - [illegible] lbs
outer envelope cut of line & torn [illegible] x [illegible] mm, outer layer chafed
inner envelope disturbed & buckled
both sides envelopes torn at inner edges, exposed windings
edges heavily chafed

3911-[illegible] - [illegible] lbs
envelope disturbed, buckled & torn all over, exposed surfaces &
edges chafed & dented

3911-[illegible] - [illegible] lbs
inner & outer edges dented
one side envelope cut & dented over [illegible] mm
windings edges deeply dented

3911-4 - [illegible] lbs
outer envelope torn at 2 places & slightly buckled
core envelope disturbed & cut
one side envelope torn, inner windings edges dented

3910-[illegible] - [illegible] lbs
core envelope disturbed & cut
both inner edges dented & slightly torn

[illegible]

3910-[illegible] - [illegible] lbs
inner edge dented, inner windings dented on edge
core envelope slightly torn, inner layer scratched

3910-[illegible] - [illegible] lbs
outer envelope buckled & torn at places, paper exposed
inner envelope buckled, paper exposed
both side envelopes torn, exposed windings edges chafed & dented

.../.

Firme MOUZON & Co S.A.

Suite No 5

s/s "POLARLAND"

3911-14 - 19.230 lbs
outer envelope buckled & chafed
core envelope disturbed & torn
one side envelope torn, 20% of inner windings waved

3911-1 - 18.110 lbs
outer envelope torn, inner envelope buckled, torn & partly missing, innr layer dented
both sides envelope dented & torn at inner edge, 10 exposed windings waved & dented

3911-7 - 7.[illegible] lbs
core envelope buckled & torn, inner layer chafed & dented
both sides envelope dented at inner edge

3911-[illegible] - 17.770 lbs
both sides envelope dented & torn at inner edge
inner windings chafed & scratched on edges over 40 mm

Boxes [illegible].17.396.414-2

3911-[illegible] - 14.710 lbs
circumference envelope disturbed & torn, inner layer chafed on [illegible]
packing buckled & torn in the core, inner layer chafed on edge
on one side, packing torn, exposed contents chafed on edge
on other side, packing torn, exposed contents chafed, waved & dented over 1" on edge

Boxes [illegible].17.32.1.7[illegible]-3

3910-[illegible] - 14.[illegible]30 lbs
slightly ovalized up to 1"

3910-6 - 15.[illegible]40 lbs
on one side, packing torn & holed 1"x [illegible]" at inner edge, exposed contents chafed on edge & packing torn & holed 1"x 1" & 1"x [illegible]" at center, exposed contents partly rust stained, waved & chafed on edge
on other side, packing torn & holed [illegible]"x 1" at center, exposed contents partly rust stained

3910-5 - 18.[illegible]40 lbs
packing out of line 3" in the core with edges buckled

Boxes [illegible].87.[illegible]3.417-3

3910-7 - 15.[illegible]00 lbs
circumference envelope out of line & partly buckled & chafed
packing buckled & heavily dented in the core
on both sides, packing buckled, dented & torn at inner edge, exposed contents dented on edge

3911-[illegible] - 15.[illegible]10 lbs
on one side, packing heavily buckled over ½ circumference at inner edge, torn & holed 1"x [illegible]", paper wrapping exposed
on other side, packing torn & holed 1"x [illegible]" at inner edge, exposed contents waved & bent on edge - packing torn & holed 1"x 1" at inner edge, exposed contents partly rust stained & heavily dented & nicked on edge

Firme MOUZON & Co S.A.

Suite No 7

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Firm: MOUZON & Co S.A. Suite No.

F.J.W. 4/00-5-70

s/s "[illegible]"

[illegible] - [illegible] lbs
on one side, packing torn & holed 6"x 3" at center, exposed contents partly rust stained & chafed on edge - packing torn & holed at [illegible] cm over 4" at outer edge, exposed contents stained & dented on edge
on other side, packing torn & holed 2" x 1" at inner edge, contents & packing stained & dented on edge

[illegible] - [illegible] lbs
on one side, packing torn & holed 4" at inner edge, contents stained
on other side, packing torn & holed [illegible]x1" at inner edge, exposed contents partly rust stained, on edge, dented & rust on edge

[illegible] - [illegible] lbs
originally overlapped up to 1"
packing torn & holed over [illegible] ft in the core, exposed layer [illegible] at
packing torn & holed 1"x 1" at inner edge, paper wrapping exposed

[illegible] - [illegible] lbs
evidence of salt contamination on the packing
packing out of line over 1" & buckled in the core
on one side, packing torn & holed 4" at outer edge, exposed contents partly rust stained, dented & chafed on edge - packing torn & holed 1" at inner edge, exposed contents dented & chafed on edge
on other side, packing torn & holed 1"x 1" at inner edge, exposed contents partly rust stained, waved & dented on edge

[illegible] - [illegible] lbs
packing torn & holed all over in the core, exposed layer partly rust stained & [illegible]
on one side, packing torn & holed 2"x 1" at inner edge, exposed contents partly rust stained, waved, dented & chafed on edge
on other side, packing torn & holed 3" at inner edge, exposed contents waved & dent on edge - packing torn & holed 1" x 1"x 1" at inner edge, exposed contents partly rust stained, waved, chafed & cut on edge

[illegible] - [illegible] lbs
evidence of salt contamination on the packing
packing buckled, torn & holed all over in the core, exposed layer scratched
on one side, packing torn & holed 1"x 1" at inner edge, contents exposed
on other side, packing torn & holed 1"x 1" & 1"x 1" at inner edge, exposed contents waved, dent & chafed on edge - packing torn & holed 1"x 1" at inner edge, exposed contents partly rust stained, waved, dented & chafed on edge

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Firme ON & Co S.A. Suite No

F.J.W 4000-5-70

[illegible] "[illegible]"

[illegible] - [illegible] lbs
evidence of salt contamination on the packing
packing buckled, [illegible] holed all over in the core, exposed
[illegible] scratched over it
on one side, packing torn & holed over 1sq.ft. at center &
outer edge, exposed contents rusted, bent & chafed on edge
on other side, packing buckled all over, torn & holed 1/4"x 1",
1"x 1" & 1"x 1" at inner edge, exposed contents heavily rusted,
bent & chafed on edge

[illegible] - [illegible] lbs
on one side, packing torn & holed 1"x 1" & 1" at outer edge,
exposed contents partly rust stained & chafed on edge
on other side, packing torn 1" x 1" at inner edge, exposed
contents rusted, bent & chafed 1" on edge

[illegible]

[illegible] - [illegible] lbs
on one side, packing torn & holed 1" at outer edge, exposed
contents bent on edge -
packing torn & holed at 3 places over 1"x 1" at inner edge,
exposed contents partly rust stained & heavily waved, bent
& dented on edge
on other side, packing torn & holed 1"x 1" at inner edge,
contents exposed

[illegible] - [illegible] lbs
circumference envelope partly loose, torn & holed at several
places, exposed winding partly rust stained & scratched
packing outside, torn & holed all over in the core, exposed
contents partly rust stained
on one side, packing torn & holed 1"x 1" at inner edge, &
windings bent out on edge - packing torn & holed 1"x 1" at
outer edge, exposed contents dented & chafed on edge
on other side, packing torn & holed 1"x 1" at inner edge,
exposed contents partly rust stained, waved, dented, bent &
chafed on edge - packing torn & holed 1"x 1" at center,
exposed contents partly rust stained & chafed on edge

[illegible]

[illegible] - [illegible] lbs
on one side, packing heavily dented & torn & holed 1"x 1" at
inner edge, exposed contents bent & chafed on edge - packing
torn & holed 1"x 1" & 1" at outer edge, exposed contents partly
rust stained & chafed on edge

[illegible] - [illegible] lbs
circumference envelope torn & holed 1", contents exposed
packing buckled, torn & holed, contents exposed
on one side, packing torn & holed 1" x 1" at inner edge,
exposed contents partly rust stained, waved & chafed on edge -
packing torn & holed 1" at outer edge, exposed contents
bent on edge

[illegible] - [illegible] lbs
on one side, packing buckled 1" - packing torn & holed over 1ft
at inner edge & in the core, exposed contents scratched

.../.

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Firme MOUZON & Co S.A.

Suite No

F.J.W. 4000-5-70

M/S "[illegible]"

3911-[illegible] - [illegible] lbs
envelope dented & slightly torn at both inner edges

[illegible]

3911-9 - 19.820 lbs
outer & inner envelope completely loose, contents exposed
both inner edges dented

3911-11 - [illegible] lbs
envelope dented at both inner edges
one side envelope cut & torn, 25% of inner windings bent, dented & waved on edge
inner envelope torn & cut, inner layer scratched

[illegible]

3911-12 - [illegible] lbs
core envelope dented & slightly buckled
one side envelope torn [illegible] x 150 mm, paper & contents exposed & rust attached, [illegible] of inner windings waved & dented
other side envelope dented at inner edge

3911-16 - 18.110 lbs
circumference envelope chafed & dented
core envelope disturbed & buckled, exposed layer chafed & dented
one side envelope completely torn & disturbed, 10% of inner windings waved & dented
other side envelope dented & torn on edge, paper exposed

[illegible]

3911-17 - [illegible] lbs
outer envelope out of line
core envelope disturbed & buckled
both inner edges dented & torn, 10 inner windings dented & scratched

3911-21 - [illegible] lbs
outer envelope out of line & cut on edge
inner envelope torn & buckled
both sides envelope torn, exposed windings edges chafed

[illegible]

3911-[illegible] - [illegible] lbs
both sides envelope buckled & torn at one inner edge, contents exposed

3912-1 - [illegible] lbs
outer envelope buckled & torn 120 x 110 cm, paper & contents exposed
core envelope buckled & torn, 10% of inner windings waved & dented

[illegible]

3911-[illegible] - [illegible] lbs
outer envelope torn & cut at 2 places, paper exposed
core envelope torn, paper exposed
one side envelope torn & buckled all over, contents exposed, 10% of inner windings waved & bent, at outer edge exposed windings bent & dented

.../.

Firme MOUZON & Co S.A.

Suite No.....

[illegible]

[illegible]

[illegible]

m/s "COLUMBIA"

[illegible] 27.12.61 -2

3311-6 - [illegible] lbs
core envelope buckled, cut & torn
both inner edges dented with envelope torn, contents exposed
inner windings bent

3311-5 - [illegible] lbs
both inner edges dented with envelope torn, 3 inner windings
edges cut

3311-4 - [illegible] lbs - O.K.

[illegible] 28.12.61 -1

3311-1 - [illegible] lbs
outer envelope out of line, buckled & torn on side
core envelope disturbed & slightly cut on edge
one side envelope slightly disturbed, inner edge dented
other side envelope torn 150 x 150, contents exposed, outer
layer bent

3311-2 - [illegible] lbs
outer envelope torn & cut over 300 mm, 3 outer windings cut,
both coils crushed
core envelope disturbed & buckled
both inner edges dented with torn envelope 15 mm thick of
inner windings dented & waved

3311-22(30?) - [illegible] lbs
outer envelope heat & torn, paper exposed
core envelope disturbed & torn, paper exposed
one side envelope torn 15? x 250 mm, windings edges chafed
other side envelope dented on edge

[illegible] 29.12.61 -1

3310-17 - [illegible] lbs
outer envelope out of line & dented on edge
core envelope dented, torn & serrated edge paper exposed
one side envelope dented at inner edge
other side envelope buckled & dented at inner edge

3310-4 - [illegible] lbs
core envelope disturbed & buckled, paper exposed
one side, envelope dented & torn at inner edge, 10% of inner
windings exposed waved & dented

3310-3 - [illegible] lbs
outer envelope out of line, edges buckled
core envelope disturbed & buckled, paper & contents exposed
one side envelope dented at inner edge
other side envelope buckled & inner edge dented

[illegible] 30.12.61 -1

3311-13 - [illegible] lbs
core envelope torn 100 x 30 mm, inner layer creased
one side envelope dented & torn at inner edge, inner windings
waved
other side envelope dented at inner edge

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Suite No 26

Firme MOUZON & Co S.A.

s/s "[illegible]"

3910-16 - 19.[illegible] lbs
core envelope buckled & torn, paper exposed
both side envelope dented & torn at inner edge, paper exposed

3910-13 - [illegible] lbs
core envelope buckled & dented
both inner edges dented

3911-13 - 19.[illegible] lbs
core envelope buckled on edge
one side envelope torn at inner edge, 15 inner windings waved & dented
other side envelope torn & dented at inner edge, paper & contents exposed

3910-5 - [illegible] lbs
outer envelope out of line, buckled & cut, contents exposed
core envelope buckled & partly moist, paper & contents exposed & must change
one side envelope dented at inner edge
other side envelope dented & torn at inner edge, 10% of inner windings waved & dented

3911-1 - 1[illegible]. 1[illegible] lbs
silver nitrate test positive
core envelope buckled & torn
one side envelope cut [illegible] & torn at inner edge
other side envelope torn at inner edge
[illegible]% of inner windings bent & cut

s/s [illegible]

3910-[illegible] - 18.[illegible]00 lbs
core envelope dented, disturbed
both sides envelope buckled & inner edge dented

3910-[illegible] - 1[illegible]. [illegible] lbs
silver nitrate reaction positive
core envelope dented
one side envelope slightly buckled, dented & slightly torn at inner edge

3910-4 - 18.450 lbs
core envelope buckled & torn, paper & contents exposed,
inner layer dented
both sides envelope buckled & torn, 10% of inner windings waved & dented

s/s [illegible]

3[illegible]-[illegible] - 1[illegible]. [illegible] lbs
outer envelope out of line, buckled on edges
inner envelope buckled & torn
one side envelope heavily torn, [illegible]% of inner windings waved & dented

3911-[illegible] - 1[illegible]. [illegible] lbs
one side envelope cut at [illegible] places, windings edges deeply dented
both inner edges dented

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Firme MOUZON & Co S.A. Suite No. 57

m/s "[illegible]"

[illegible]

[illegible] lbs
outer envelope cut out of line
[illegible] turned a cut, paper exposed
on [illegible] to a certain at inner core
[illegible] envelope dented + torn at inner core, contents
[illegible], [illegible] of inner winding saved, cut + wont

[illegible] lbs
[illegible] buckled + torn, paper contents exposed
on [illegible] envelope dented + torn at inner core, exposed
[illegible] saved
other five envelope dented

[illegible] [illegible] [illegible] [illegible] [illegible]

[illegible] lbs
ovalized [illegible] x [illegible] m
packing /or contents damaged at several places

[illegible] lbs
ovalized [illegible] x [illegible] m
packing /or contents damaged at several places

[illegible] lbs
ovalized on one side [illegible] x [illegible] m
on other side [illegible] x [illegible] m
packing /or contents damaged at several places

[illegible] lbs
ovalized [illegible] m
packing /or contents damaged at several places

[illegible] lbs
ovalized [illegible] m
packing /or contents damaged at several places

[illegible] :

[illegible] will be ascertained later on the plants of the final consignees, [illegible] under the guarantee. Eventual allowances or losses will be granted at the same time.

However, the coils retained in Antwerp are no more to be considered as sound and were therefore rejected by the final [illegible]. They will be sold in Antwerp for account of whom it may concern.

Moreover, on the [illegible], before the decision was taken to put in the coils heavily ovalized, 4 ovalized coils n° [illegible] ([illegible]) - [illegible] ([illegible]) - [illegible] ([illegible]) - [illegible] ([illegible]) already mentioned in this report, were unfortunately sent together with other coils to the consignees' plants in Austria. These coils must also be considered [illegible] and we think they will be sold or a less value will be [illegible].

We request your possible comments at your earliest convenience.

Yours faithfully,

- [illegible]

588a

FIRM MOUZON & C° S.A.

MANAGING DIRECTOR
F. MOUZON, MASTER MARINER
PHONES MANAGEMENT : 32.73.53 - 32.45.38
QUAY N° 190 : 41.16.14

C.C.P. N° 66.39.04
BANQUE DE COMMERCE N° 545.47
COMM. REG. OF ANTWERP N° 169.083
TELEGRAPH. ADDRESS PROCARGO
ANTWERP

MARINE AND GOODS SURVEYORS

2000 ANTWERPEN, 6th. June 1970
28, ST. PAULUSSTRAAT

N°. 3053
CF/VL

SURVEY REPORT

- m/s "[illegible]" arrived Antwerp 5th.June 1970
- dk/s 1--3 Cleveland/Antwerp
- [illegible] cold rolled steel sheets - 1.713.903 k/

Survey carried out at the request of Messrs.
VAN [illegible] & C° - Average Adjusters - Antwerp.

Condition : To survey the condition of the above mentioned coils in view to determine the extent of eventual damages.

Survey : Carried out :

in Antwerp on the 9th., 10th., 11th., 12th. & 13th. June 1970 at Kerk n°254 of the docks, jointly with Mr. [illegible]/Inchnever, surveyor intervening for the P. & I. Club of the vessel, in the presence of a representative of Messrs. Bouchmans-Moussin & C° sprl., Consignees of the goods in Antwerp.

in Tournai on the 8th. September 1970 in the plants of [illegible] Fabrique de Fer de Chatelineau, final receiver, jointly with the Surveyor of the P. & I. Club of the vessel, in the presence of :
- Mr. [illegible], representatives of Messrs. Fabrique de Fer de Chatelineau
- Mr. Gheno[illegible], Representative of Messrs. Bouchmans-Moussin & C° sprl.

Vessel : m/s "[illegible]" under Norwegian flag
D.w.t. 1.[illegible] - m.m.S. 5.[illegible]

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Firme MOUZON & Co S.A.

Suite No 1

E.3653
C.V.

m/s "POLARLAND"

Parties of Interest : Owners : Messrs. Rich. Amlie & Co A/S - Hongesund (Norway)
Time Charterers : Messrs. Seven Seas Shipping Corp. - New York (U.S.A.)
Voyage Charterers : Messrs. Ferrostahl A.G. - Essen (W.Germ.)
Voyage C/P dated March 5th. 1970
B/L : Copenhill
Shippers : Messrs. Nimpex International Inc. - New York
Consignees in Antwerp : Messrs. Loschmanns-Thoussin & Co Sprl.
Final Receiver : Messrs. Fabrique de Fer de Maubeuge in Louvroil (France)

Goods : B/L 1 Cleveland/Antwerp d.d. New York May 12th. 1970

Marks & n°
Gross weight
Size in mm
(Thickness & width)
Coil number
Heat number
/white

117 coils cold rolled steel sheets 1st. choice commerical quality, not annealed, not oiled
1 x 1002 mm 1.105.702 kg

B/L 2 Cleveland/Antwerp d.d. New York May 12th. 1970

Marks & n°
Gross weight
Size in mm
(Thickness & width)
Coil number
Heat number
//white

59 coils cold rolled steel sheets 1st. choice commercial quality, not annealed, not oiled
0,8 x 1002 mm 536.805 kg

B/L 3 Cleveland/Antwerp d.d. New York May 12th. 1970

Marks & n°
Gross weight
Size in mm
(Thickness & width)
Coil number
Heat number
///white

123 coils cold rolled steel sheets 1st. choice commercial quality, not annealed, not oiled
0,5 x 916 mm 1.071.002 kg

Description of the goods : Cold rolled steel sheets in coils. Each coil is first packed in a composite kraft paper and then in steel sheets of 1nd. choice.
The steel packing consists as follows : on each side of the coil a crown turned over the inner and outer edges of the coil, protecting the windings.

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Firme MOUZON & Co S.A.

Suite No 2

m/s "COLUMBUS"

further, the outer circumference and the core of the coils are protected by steel sheets overlapping the turned side of the crowns.
The whole of the steel packing is bound together by means of 2 circumference straps and 4 radial straps of 3/4".

Stowage : Hold n°2 tiered 3 high from side to side.

Discharging gear used : 1. Name of terminal: Terminal de la Deptunus N.V. - Antwerp

2. Equipment used:
- Description: 2 shore cranes
- Forklift trucks (in the hold and on the quay)
- Slip hooks

3. Time of discharging operations:
On Friday June 5th. 1970 : 1st. & 2nd. shifts
On Tuesday June 9th. 1970 : 1st. shift

4. Where material stored after discharging:
The coils were transferred and stacked under covered shed and reloaded on flat open railway trucks from the 9th. to the 13th. June 1970.

Condition of the cargo on discharging :
see our 1st. confirmation dated June 30th. 1970.

Remarks on the B/L : The 3 B/L were cleused as follows :
"Outer wrappers atmospherically rust stained
"Outer wrappers slightly creased
"Some bands damaged and/or missing"

Extent of the claim : A total allowance of B.F. 1.512.522.- was granted on the whole consignment.
For details see our 2nd. confirmation dated Nov. 5th. 1970.

- Firm MOUZON & Co S.A. -

P. MOUZON
Operations Manager

Firme MOUZON & Co S.A.

Suite No 3

m/s "POLARLAND"

Cause of the damages : Taking in account the state of the goods as we found them in the stowage in the holds of the vessel, we think we may form the following conclusions as to the causes of these damages :

A. Damages during loading operations in the U.S.A.
A great part of the observed damages have most probably been caused by rough handlings during loading operations.
In fact, we found that some bottom tier coils stowed against the sloping bilge plating had been crushed or ovalized when dumping the overstowing coils on them.
The chief officer confirmed that he had held the American stevedores responsible for certain of those damages, such as ovalisations and damages to edges.

B. Damages during the sea voyage
During the sea voyage a part of the coils stowed on the bottom tier have been partly crushed or ovalised under the weight of the overstowing coils stacked three high.
On the other hand we have good reason to believe that a certain number of mechanical damages caused in the states have in some way increased and eventually caused fresh damages to the coils stowed ends in contact with one another during the sea voyage by the working of the vessel, adding their quota to the already existing damages.

Remark : After attending the unloading operations in Antwerp we confirm that they were carried out with due care and that there is no point in holding the Antwerp Stevedores Messrs. Hesse Natie N.V. responsible in any way for the damages which anyhow already existed before the start of the unloading operations.

In witness whereof we deliver the present report, ready to affirm it under oath, should we be requested to do so.

- Firm MOUZON & Cº S.A. -

P. GUYAUX - Fondé de pouvoir.
Capitaine au long cours

USA 238 - 475
(REV. 4-23-71)

PLAINTIFF
EXHIBIT
U. S. DIST. COURT
S. D. OF N. Y.

13

592a

PLAINTIFF'S EXH. 13
AFFREIGHTMENT CONTRACT

FPI-81—12-8-73-10M-1510

(pap 4 1 for Allen 21 5/21/74

UNITED WARRANTY CHARTER AS REVISED 1922 LAYOUT 1966 Gencon

PART A

Place and date: Stockholm, March 5th, 1970

1. (1) IT IS THIS DAY MUTUALLY AGREED between Messrs. Ferrostaal AG of Essen disponent Owners of the steamer or motor-vessel to be nominated of tons gross / net Register and carrying about tons of deadweight cargo, now and expected ready to load under this Charter about See Clause 16 and Messrs. Seven Seas Shipping Corp. of New York as Charterers.

That the said vessel shall proceed to See Clause 16 or so near thereto as she may safely get and lie always afloat, and there load a full and complete cargo (if shipment of deck cargo agreed same to be at Charterers' risk) of See Clause 16

(Charterers to provide all mats and/or wood for dunnage and any separations required, the Owners allowing the use of any dunnage wood on board if required) which the Charterers bind themselves to ship, and being so loaded the vessel shall proceed to See Clause 16 as ordered on signing Bills of Lading or so near thereto as she may safely get and lie always afloat and there deliver the cargo on being paid freight – on delivered / intaken quantity – as follows:

See Clause 16

2. (4) The freight to be paid in accordance with Clause 16 Cash for vessel's ordinary disbursements at port of loading to be advanced by Charterers if required at highest current rate of exchange, subject to two per cent. to cover insurance and other expenses.

3. (5) Clause 16 Any pieces and packages exceeding [illegible] by Charterers, separately at Owners' expense.

Time to commence at 1 p.m. if notice of readiness to load is given before noon and at 8 a.m. next working day if notice given during office hours after noon.

The notice to be given to the Shippers, Messrs.

Time lost in waiting for berth to count as loading time.

4. (6) Clause 16 Time to commence at 1 p.m. if notice of readiness to discharge is given before noon, and at 8 a.m. next working day if notice given during office hours after noon.

Time lost in waiting for berth to count as discharging time.

5. (7) Ten running days demurrage at the rate of US $ 3,000.– (Three thousand) per day or pro rata for any part of a day, payable day by day, to be allowed Merchants at port of loading and discharge.

6. (11) Should Clause 16 before the Charterers.

7. (14) In every case the Owner shall appoint his own Broker or Agent both at the port of loading and the port of discharge. Owners paying customary Agency fee

8. (15) 2-1/2 % brokerage on the freight earned is due to Frachtkontor Junge & Co and Nordström & Thulin Rederiagentur AB for equal division

In case of non-execution at least 1/3 of the brokerage on the estimated amount of freight and dead-freight to be paid by the Owners to the Brokers as indemnity for the latter's expenses and work. In case of more voyages the amount of indemnity to be mutually agreed.

9. 15.: as in part B, which constitutes a part of this Charter as though fully set forth herein.

Enclosed Clauses 16 – 24 to be included in this Charter Party.

Thereof two originals

FERROSTAAL A.G.

9. (2) Owners are to be responsible for loss of or damage to the goods or for delay in delivery of the goods only in case the loss, damage or delay has been caused by the improper or negligent stowage of the goods (unless stowage performed by shippers or their stevedores or servants) or by personal want of due diligence on the part of the Owners or their Manager to make the vessel in all respects seaworthy and to secure that she is properly manned, equipped and supplied or by the personal act or default of the Owners or their Manager.

And the Owners are responsible for no loss or damage or delay arising from any other cause whatsoever, even from the neglect or default of the Captain or crew or some other person employed by the Owners on board or ashore for whose acts they would, but for this clause, be responsible, or from unseaworthiness of the vessel on loading or commencement of the voyage or at any time whatsoever.

Damage caused by contact with or leakage, smell or evaporation from other goods or by the inflammable or explosive nature or insufficient package of other goods not to be considered as caused by improper or negligent stowage, even if in fact so caused.

10. (3) The vessel has liberty to call at any port or ports in any order, for any purpose, to sail without pilots, to tow and/or assist vessels in all situations, and also to deviate for the purpose of saving life and/or property.

11. (8) Owners shall have a lien on the cargo for freight, dead-freight, demurrage and damages for detention. Charterers shall remain responsible for dead-freight and demurrage (including damages for detention), incurred at port of loading. Charterers shall also remain responsible for freight and demurrage (including damages for detention) incurred at port of discharge, but only to such extent as the Owners have been unable to obtain payment thereof by exercising the lien on the cargo.

12. (9) The Captain to sign Bills of Lading at such rate of freight as presented without prejudice to this Charterparty, but should the freight by Bills of Lading amount to less than the total chartered freight the difference to be paid to the Captain in cash on signing Bills of Lading.

13. (12) General average to be settled according to York-Antwerp Rules, 1950, Proprietors of cargo to pay the cargo's share in the general expenses even if same have been necessitated through neglect or default of the Owners' servants (see clause 9. (2)).

14. (13) Indemnity for non-performance of this Charterparty, proved damages, not exceeding estimated amount of freight.

15. (10) **Strike-Clause, War-Clause and Ice-Clause as below.**

GENERAL STRIKE CLAUSE

Neither Charterers nor Owners shall be responsible for the consequences of any strikes or lock-outs preventing or delaying the fulfilment of any obligations under this contract.

If there is a strike or lock-out affecting the loading of the cargo, or any part of it, when vessel is ready to proceed from her last port or at any time during the voyage to the port or ports of loading or after her arrival there, Captain or Owners may ask Charterers to declare, that they agree to reckon the laydays as if there were no strike or lock-out. Unless Charterers have given such declaration in writing (by telegram, if necessary) within 24 hours, Owners shall have the option of cancelling this contract. If part cargo has already been loaded, Owners must proceed with same, (freight payable on loaded quantity only) having liberty to complete with other cargo on the way for their own account.

If there is a strike or lock-out affecting the discharge of the cargo on or after vessel's arrival at or off port of discharge and same has not been settled within 48 hours, Receivers shall have the option of keeping vessel waiting until such strike or lock-out is at an end against paying half demurrage after expiration of the time provided for discharging, or of ordering the vessel to a safe port where she can safely discharge without risk of being detained by strike or lock-out. Such orders to be given within 48 hours after Captain or Owners have given notice to Charterers of the strike or lock-out affecting the discharge. On delivery of the cargo at such port, all conditions of this Charterparty and of the Bill of Lading shall apply and vessel shall receive the same freight as if she had discharged at the original port of destination, except that if the distance of the substituted port exceeds 100 nautical miles, the freight on the cargo delivered at the substituted port to be increased in proportion.

GENERAL WAR CLAUSE

If the nation under whose flag the vessel sails should be engaged in war and the safe navigation of the vessel should thereby be endangered either party to have the option of cancelling this contract, and if so cancelled, cargo already shipped shall be discharged either at the port of loading or, if the vessel has commenced the voyage, at the nearest safe place at the risk and expense of the Charterers or Cargo-Owners.

If owing to outbreak of hostilities the goods loaded or to be loaded under this contract or part of them become contrabrand of war whether absolute or conditional or liable to confiscation or detention according to international law or the proclamation of any of the belligerent powers each party to have the option of cancelling this contract as far as such goods are concerned, and contraband goods already loaded to be then discharged either at the port of loading, or if the voyage has already commenced, at the nearest safe place at the expense of the Cargo-Owners. Owners to have the right to fill up with other goods instead of the contraband.

Should any port where the vessel has to load under this Charter be blockaded the contract to be null and void with regard to the goods to be shipped at such port.

No Bills of Lading to be signed for any blockaded port, and if the port of destination be declared blockaded after Bills of Lading have been signed, Owners shall discharge the cargo either at the port of loading, against payment of the expenses of discharge, if the ship has not sailed thence, or, if sailed at any safe port on the way as ordered by Shippers or if no order is given at the nearest safe place against payment of full freight.

GENERAL ICE CLAUSE

a) In the event of the loading port being inaccessible by reason of ice when vessel is ready to proceed from her last port or at any time during the voyage or on vessel's arrival or in case frost sets in after vessel's arrival, the Captain for fear of being frozen in is at liberty to leave without cargo, and this Charter shall be null and void.

b) If during loading the Captain, for fear of vessel being frozen in, deems it advisable to leave, he has liberty to do so with what cargo he has on board and to proceed to any other port or ports with option of completing cargo for Owners' benefit for any port or ports including port of discharge. Any part cargo thus loaded under this Charter to be forwarded to destination at vessel's expense but against payment of freight, provided that no extra expenses be thereby caused to the Receivers, freight being paid on quantity delivered (in proportion if lumpsum), all other conditions as per Charter.

c) In case of more than one loading port, and if one or more of the ports are closed by ice, the Captain or Owners to be at liberty either to load the part cargo at the open port and fill up elsewhere for their own account as under section b or to declare the Charter null and void unless Charterers agree to load full cargo at the open port.

d) This Ice Clause not to apply in the Spring.

a) Should ice (except in the Spring) prevent vessel from reaching port of discharge Receivers shall have the option of keeping vessel waiting until the re-opening of navigation and paying demurrage, or of ordering the vessel to a safe and immediately accessible port where she can safely discharge without risk of detention by ice. Such orders to be given within 48 hours after Captain or Owners have given notice to Charterers of the impossibility of reaching port of destination.

b) If during discharging the Captain for fear of vessel being frozen in deems it advisable to leave, he has liberty to do so with what cargo he has on board and to proceed to the nearest accessible port where she can safely discharge.

c) On delivery of the cargo at such port, all conditions of the Bill of Lading shall apply and vessel shall receive the same freight as if she had discharged at the original port of destination, except that if the distance of the substituted port exceeds 100 nautical miles, the freight on the cargo delivered at the substituted port to be increased in proportion.

ESTABL. 1910
DOLAGEN
Shipbrokers
2 Hamburg 1, Ballindamm 17
Tel. 32 23 81, Telegr. Trimming, Telex 02161855

ADDITIONAL CLAUSES TO CHARTER PARTY DATED STOCKHOLM 5th March, 1970

16. This contract is valid for following shipments of steel products i.e coils, plates, billets, slabs, ingots, blooms and wire rods, provided shipped in compressed bundles, measuring max. 45 cbft per ton.

From New Orleans:

2 About 32.000 tons March/early April 1970, whereof about 8/10.000 tons to be shipped in March 1970.
Charterers have the option to ship further about 50.000 tons from New Orleans May/December 1970.

From Philadelphia or Baltimore:

3 About 70.000 tons March/June 1970 of which m/s UTVIK shall load one cargo in March.
Charterers have the option to ship further about 100.000 tons July/ December 1970.

From Cleveland, Erie, Chicago and Detroit:

4 About 50/60.000 tons FOW/June 1970 /during/ July/October 1970
Charterers option further use m/s ATOMENA and m/s UTVIK both included. Such options to be declared 6 weeks in advance.

Destinations:

5 Antwerp (about 70 % of total quantity)
Bilbao (about 10/20 % of total quantity)
El Ferrol
Barcelona
La Spezia

6 Shipping dates, quantities and ports within above mentioned agreement to be mutually agreed. Anyhow it is agreed that thecontract is based on full shiploads for each voyage resp. up to Lakes draft for Lake cargoes.

7 To be included it is understood in affreightment contract in the event Charterers supplying mills, for some reason cannot meet schedules to agreed upon that Nimpex and/or Seven Seas would have the right to book outside cargo in order to eliminate deadfreight, with the same terms and conditions to apply and to mean as though they were Nimpex cargo.

8 Charterers also have privilege of booking suitable bulk cargo other than steel if cargo not available, always from the same destinations and to same destinations or range at mutually agreed rates but never to exceed fixed rates.

Freight rates:	Philadelphia/Baltimore	New Orleans
Antwerp	$ 7.25	$ 8.25
Bilbao	$ 8.40	$ 9.35
Barcelona	$ 9.40	$ 10.35
La Spezia	$ 10.40	$ 11.35
El Ferrol	$ 8.40	$ 9.35

tel. 36 23 61, telegr. Trimming, Telex 02161836

5959

BOLAGEN

Freight rates:	Erie	Cleveland	Detroit	Chicago
Antwerp	$ 10.25	$ 10.25	$ 9.85	$ 11.-
Bilbao	$ 11.25	$ 11.25	$ 10.85	$ 12.-
Barcelona	$ 12.25	$ 12.25	$ 11.85	$ 13.-
La Spezia	$ 13.25	$ 13.25	$ 12.85	$ 14.-
El Ferrol	$ 11.25	$ 11.25	$ 10.85	$ 12.-

9 All rates per long ton basis one loadingport/one dischargingport.
25 Cents extra per long ton for each additional port
Freight to be paid within 4 days after signing B/L discountless and non-returnable ship and/or cargo lost or not lost.

Loading rates:

Cleveland	3.000.-
Philadelphia/Baltimore	3.000:-
New Orleans	3.000.-
Erie	3.500.-
Chicago	3.000.-
Detroit	4.000.-

Discharging rates:

Antwerp	4.500.-
Bilbao	2.000.-
Barcelona	2.500.-
La Spezia	1.500.-
El Ferrol	2.000.-

The cargo to be loaded, stowed, lashed and discharged by Charterers' Stevedores free of expense to the vessel.
Time for loading and discharging to be reversible.

At loading and discharging time to count whether in berth or not 8 am first day after arrival wwshex, working time 8 am Monday through 5 pm Friday, except ports where normal working hours are noon Saturday.

17. For vessel which has been nominated and accepted Owners to give 7 days notice of loadreadiness to Seven Seas Shipping Corp. New York and also to keep Charterers closely advised of vessel's position. Also to give Agents at loading port 24 hours notice of ETA.

18. Owners to pay despatch at the rate of US $ 2.000.- per day or pro rata for laytime saved in loading and discharging.

19. Vessels tanks tops are suitable for fork lift loading of steel coils.

20. Vessel shall supply full light for night work on deck and in the holds, if required on board.

21. Owners option use gearless tonnage after mutual agreement . However for geared vessels cargo gear and all other equipment shall complay with regulations established under 33 U.S. Code Section 941 and Master shall have in his possession a valid "Certificate of Test and Examination" of cargo gear issued by the National Cargo Bureau or its equivalent.

GOLACHN

2 Hamburg 1, Ballindamm 17
Tel. 32 23 61, Telegr. Trimming, Telex 02161356

Owner shall assume any cost, including standby time, resulting from failure to have such certificate or to comply with such regulations.

22. Owner guarantees vessel is not prohibited from trading with the United States by law, order or regulation of the United States Government.

23. Cargo wharfage to be for Charterers' account. Owners paying portdues, berthing expenses etc. which are normally paid by vessels. Taxes and tolls on cargo for Charterers account. Taxes and tolls on vessel for Owners account.

24. Dunnage to be for Charterers account. Cardeck material on board not to be used as dunnage.

USA 375-425
(REV. 4-22-71)

72 Civ
PLAINTIFF 3779
EXHIBIT
U. S. DIST. COURT
S. D. OF N. Y.

14

FPI #1—12-6-73 10M-1510

597a

PLAINTIFF'S EXH. 14
NIMPEX/SEVEN SEAS
BOOKING NOTE

Left Midland on 5/12 for Sea
Arr 5/25/74

It is this / mutually agreed between SEVEN SEAS SHIPPING CORP. of New York (Carriers) and Nimpex International Inc. of New York (Shippers) that the following terms and conditions will apply to the carriage of Steel Products which the Shippers agree to ship and the Carriers agree to carry:

CARGO: About 6000 metric tons of steel coils

VESSEL: M/V POLARLAND

FROM/TO: Cleveland to Antwerp

One safe berth at both ends (to be procured and designated by Shippers) which Vessel can reach, lie at and leave, always afloat.

LAYDAYS: 1/15 May 1970

Should vessel not be ready to load on or before _____, Shippers have the option of cancelling this freight contract by giving Carriers notice of such cancellation within 24 hours after such cancellation date; otherwise this contract to remain in full force and effect.

FREIGHT RATE: $11.00 per metric ton free out ~~LONG TONS~~. 100% of freight to be prepaid on Bill of Lading weight in exchange for release of signed Bills of Lading marked "FREIGHT PREPAID". Freight payable in New York in U.S. currency. Full freight shall be deemed completely earned on cargo as loaded on board and shall be discountless and nonreturnable, Vessel and/or cargo lost or not lost or the voyage broken up or abandoned.

LIEN: Carriers shall have a lien on the cargo for freight, dead-freight, de-

murrage, damages for detention and all charges due hereunder.

LOADING/ DISCHARGING

Cargo to be loaded, ~~(stowed, lashed and chocked by Shippers' stevedores at Shippers' risk, responsibility and expense)~~ at the rate of 4000 metric tons per day WWSHEX. Tallying at loading port to be for Shippers' account and tallying at discharging port to be for Shippers'/Receivers' account. Cargo to be discharged by Shippers'/Receivers' stevedores at Shippers'/Receivers' risk, responsibility and expense at the rate of 1500 metric tons per day WWSHEX. Laytime at each port to commence (unless loading/discharging commences sooner) at the commencement of the next regular working period after notice of readiness has been given and Vessel is in free pratique and is in every way ready to have Cargo loaded/discharged, whether berth available or not; time awaiting berth to count. Notice of readiness to be given during office hours only. Laytime not reversible.

DEMURRAGE/ DESPATCH:

Demurrage at loading/discharging ports shall be payable at the rate of 2500 per day or pro rata for part of a day. No despatch shall be payable.

FORCE MAJEURE:

The Carriers and Shippers shall be excused from performance of their respective obligations under this contract in the event and to the extent that such performance is prevented, hindered or delayed due to Acts of God, perils of the sea, errors in navigation of the Vessel, war, riots, civil commotions, governmental prohibition of or imposition of restrictions on exportation or im-

portation of steel, strikes, lockouts, labor slowdowns, work stoppages, or other labor disturbances, accidents at Shippers' works or wharf, fire, explosion, floods, ice, frost or snow, intervention of sanitary, customs or other governmental authorities, partial or total stoppage of rivers, canals or railways, or any other cause whatsoever beyond the affected party's control or which, by the exercise of reasonable diligence, it is unable to prevent, overcome or avoid, whether or not similar to any of the causes hereinbefore enumerated.

If, at the time of the vessel's arrival at the loading port or after her arrival there, there is a strike, lockout, labor slowdown, work stoppage or other labor disturbance (hereinafter collectively called "strike") affecting the availability or loading of the cargo, the Carriers may request the Shippers to declare that they agree to reckon laytime and pay demurrage as if there were no strike. Unless the Shippers give such declaration in writing (telex, cable or telegram to be sufficient) within 24 hours after their receipt of the Carriers' request, the Carriers shall have the option to cancel this contract if no cargo has been loaded. If a portion of the cargo has been loaded, the Carriers shall have the option: (a) to dispatch the vessel on the voyage (freight payable on loaded quantity only without liability for deadfreight), with liberty to complete with other cargo for their own account; or (b) to cancel this

contract, in which case the loaded portion of the cargo shall be discharged at Shippers' risk, responsibility and expense.

If there is a strike affecting discharge of the cargo on or after the vessel's arrival at or off the port of destination, the Carriers may notify Shippers/Receivers that they have an option, to be exercised within a period of 48 hours after receipt of such notice, whether (i) to keep the vessel waiting during the strike of (ii) to order the vessel to a safe port where she can be safely discharged without risk of being detained by strike (hereinafter "substituted port"). If within such 48-hour period Shippers or Receivers reply that the Vessel is to wait or fail to notify the Carriers of their decision either way, the Vessel shall wait but laytime shall be reckoned and demurrage paid as if there were no strike. If, however, within such 48-hour period, Shippers or Receivers order the Vessel to a substituted port, she shall proceed thereto and the cargo shall be discharged there free of risk, responsibility and expense to the Carriers, the same to constitute due performance by the Carriers of this contract and any bills of lading issued for the cargo; provided, however, that the Carriers shall be paid reasonable additional compensation for the diversion of the Vessel to the substituted port.

OTHER CONDITIONS

1. Vessel to be consigned to Carriers' Agents at both ends.

2. Master to close hatches when the weather is wet or threatening unless otherwise ordered by the Shippers or their representatives as well as after finishing loading and discharging each day and also to open same prior to commencement of next working period. These operations shall be carried out by ship's crew free of expense to Shippers/Receivers where local labor regulations permit; otherwise at Shippers'/Receivers' expense.

3. Overtime at discharging ports to be for account of the party ordering same; however, crew's and/or Officers' overtime to always be for Carriers' account.

4. Any extra insurance on Cargo owing to Vessel's age flag, size, classification or ownership to be for Carriers' account.

5. Vessel's holds shall be swept clean and be completely dry before loading commences and no work such as scraping or rust, painting fitting cargo battens etc. to be done within the holds during the voyage or during loading or discharging operations unless with the Shippers' consent.

6. Stevedore damage to cargo, if any, at loading port to be settled directly between Shippers and stevedores and at discharge port between Shippers/ Receivers and stevedores.

602a

7. Should boycott be imposed or other difficulties arise due to Vessel's flag, time lost through such causes shall not count as laytime and Carriers shall remain responsible for any consequences thus resulting.

8. Any and all differences and disputes of whatsoever nature arising out of this contract shall be put to arbitration in the City of New York pursuant to the provisions of the United States Arbitration Act (9 U.S.C.) before a board of three persons consisting of one arbitrator to be appointed by one party, one by the other party, and one by the two so chosen. Arbitrators shall be commercial men experienced in shipping matters. The decision of any two of the three on any points shall be final and judgment may be entered on the award in the United States District Court fot the Southern District of New York or any other United States District Court having jurisdiction.

9. Taxes on freight, if any, to be paid by the Shippers.

10. PROTECTIVE CLAUSES: General Average to be adjusted at any port or place at Carriers' option and to be settled according to York-Antwerp Rules, 1950. The New Jason Clause, Protection and Indemnity Bunkering Clause, Both to Blame Collision Clause, U.S.A. Clause Paramount, and War Risks Clause, 1 & 2, as attached, are to be considered fully incorporated herein.

11. This freight contract shall be incorporated in all bills of lading. Should any conflict arise between the terms of this contract and any bill of lading, it is agreed and understood that this contract will be the controlling document.

SEVEN SEAS SHIPPING CORP.

NAME OF SHIPPER
NIMPEX INTERNATIONAL INC.

JDK 16-C

603a

Seven Seas Shipping Corp.

PLAINTIFF'S EXH. 15
LETTER SEVEN SEAS
TO GREAT LAKES

745 FIFTH AVENUE

NEW YORK, NEW YORK 10022

WESTERN UNION TELEX 01-26126
R.C. TELEX 224-001
AN. RS CK "SEAS"

TELEPHONE - (212) 752-7535
CABLE ADDRESS "SETSEACOR"

August 17, 1970

Great Lakes International Corp.
103 Erieside Avenue
Cleveland, Ohio 44114

ATTN: Mr. Greg

Gentlemen:

As per our telephone conversation of August 13, we are returning your invoices #7084, 7382 and 7383 which were billed to Seven Seas and should have been billed to the vessel's dispondent owner via World Shipping Inc.

We also wish to confirm that we will expedite the payment of your invoice #7095 for the Polarland and will do same upon receipt of a copy of your invoice #7098 for the Pengal.

It is to be further understood that the bills for overtime and extra services will be settled by a meeting with Philipp Brothers and Seven Seas advising Great Lakes International of the outcome.

Very truly yours,

John T. Reynolds

JR:sg

Enc.

Ex 15

604a

DEFT'S EX 16-A
IDT 6-10 74

PLAINTIFF'S EXH. 17
LETTER, SEVEN SEAS
TO GREAT LAKES

Seven Seas Shipping Corp.

745 FIFTH AVENUE

NEW YORK, NEW YORK 10022

WESTERN UNION TELEX 01-26126
R.C.A. TELEX 224-594
ANSWERBACK "FRIEDMN"

TELEPHONE - (212) 752-7535
CABLE ADDRESS "SETSEACOR"

May 28, 1970

Great Lakes International Corporation
103 Erieside Avenue
Cleveland, Ohio 44114

Attention: Mr. Gil Navy

Gentlemen:

Your invoice #36788 dated May 23, 1970, has been brought to my attention.

Please be advised that Philipp Brothers, Inc. is to be invoiced directly for all charges on their cargo. Seven Seas has a F.I.O. rate with them on ships other than Federal Commerce. They agreed to pay their own charges directly with Great Lakes. Nimpex cargo can be invoiced either to Seven Seas or Nimpex.

If I can be of assistance to you in the event there is any misunderstanding on the above statement, please let me know.

Very truly yours,

SEVEN SEAS SHIPPING CORP.

Morton Friedman

MF..11

Pl 17

RECOMMENDED FOR USE IN U. S. GREAT LAKES PORTS

D/R No. 605a

PLAINTIFF'S EXH. 18
DOCK RECEIPTS

(SPACES IMMEDIATELY BELOW ARE FOR SHIPPERS MEMORANDA—NOT PART OF D

FORWARDING AGENT — REFERENCES

DELIVERING CARRIER TO STEAMER

CAR NUMBE PC-75773V

PERMIT DATE

DOCK RECEIPT

NON-NEGOTIABLE

SHIP M. S. POLARLAND FLAG PIER 30 PORT OF LOADING CLEVELAND

PORT OF DISCHARGE FROM SHIP ANTWERP

SHIPPER NIMPEX INTERNATIONAL

PARTICULARS FURNISHED BY SHIPPER OF GOODS

MARKS AND NUMBERS	NO. OF PKGS.	DESCRIPTION OF PACKAGES AND GOODS	MEASUREMENT IN CU. FT.	GROSS WEIGHT IN POUNDS
3910-TE 3-WHITE	16	COILS: COLD ROLLED STEEL	—	114650
3912 3-WHITE	4			78210
		COIL WRAPPINGS RUSTY + CHAFFED - CONDITION CONTENTS UNKNOWN NOTATIONS OF Receiver of coils.		
DIMENSIONS AND WEIGHTS OF PACKAGES TO BE SHOWN ON REVERSE SIDE				192860

DELIVERED BY:

TRUCK
LIGHTER

ARRIVED— DATE TIME

UNLOADED— DATE TIME

CHECKED BY

PLACED IN SHIP / ON DOCK LOCATION

RECEIVED THE ABOVE DESCRIBED GOODS OR PACKAGES SUBJECT TO ALL THE TERMS OF THE UNDERSIGNED'S REGULAR FORM OF DOCK RECEIPT AND BILL OF LADING WHICH SHALL CONSTITUTE THE CONTRACT UNDER WHICH THE GOODS ARE RECEIVED, COPIES OF WHICH ARE AVAILABLE FROM THE CARRIER ON REQUEST AND MAY BE INSPECTED AT ANY OF ITS OFFICES.

FOR THE MASTER

BY

RECEIVING CLERK

DATE 5-5-70

606a

SHARON STEEL CORP.
S-356 REV.

RAIL SHIPPING RECORD

PACKING LIST

Shipped To: NIPPON INTERNATIONAL

Address C/O GREAT LAKES TERMINAL Date 4-21-70

Car No. & Initial CLEVELAND, OHIO Wt. Skids ☐ Boxes ☐ Wt. Blocking

Routing

PC - 752732

MILL ORDER NO.	CUSTOMER ORDER NO.	SKIDS OR LIFTS	COILS OR BDLS.	HEAT NUMBER	SIZE	NET WEIGHT	TARE WEIGHT
5276-31-3910	7612		4	401465	360A x 020	19800	1 ✓
ANTWERP BELGIUM					MM916 x 05	19040	3 ✓
3-WHITE			2	431847	WHD 2-5-70	18900	5 ✓
						19480	6 ✓
						19410	2 ✓
						18870	4 ✓
5276-31-3912	7612		3	431847	36079 x .020	19630	9 ✓
ANTWERP BELGIUM					MM916 x 0.5	19530	19 ✓
3-WHITE			1	423449		19730	19 ✓
						19270	18 ✓
			10 COILS =			192,860	

GONDOLA	BOX	PAGE NO.	SHIPPER	DEPT.
X		4028	Dan Earley	60" C.C.

CLAIMS FOR SHORTAGE OR DAMAGE MUST BE MADE WITHIN FIFTEEN (15) DAYS AND WILL NOT BE ALLOWED UNLESS CUSTOMER HAS HAD CARRIER'S AGENT CERTIFY CONDITION OF CONSIGNMENT ON B/L.

Prepaid by railroad

607a

VESSEL: PC-75273V
PORT: ANTWERP
CARRIER OR CAR NO.: PC 752732
SEALS:

CAUSE OF DAMAGE:

DATE: 2/5/70
PIER: 30
CHECKER: W 96 Duncan

MARKS	QUANTITY	TYPE OF CONTAINER	COMMODITY	UNIT WEIGHT	TOTAL WEIGHT	MEASUREMENTS LENGTH	MEASUREMENTS WIDTH	MEASUREMENTS HEIGHT	EXCEPTIONS
3 WHITE	1	1	COILS COLD ROLLED	19.300		360"	X.0	20	
	1	3	STEEL -	19.040			"		
	1	5		18.900			"		
	1	6		19.430			"		
	1	2		19.110			"		
	1	4		18.870			"		
	1	9		19.630			"		
	1	16		19.580			"		
	1	17		19.730			"		
	1	18		19.270			"		
	(10)								

(Receiving record of steel plates)

RECOMMENDED FOR USE IN U. S. GREAT LAKES PORTS

D/R No. 608a

(SPACES IMMEDIATELY BELOW ARE FOR SHIPPERS MEMORANDA—NOT PART OF DOCK RECEIPT)

FORWARDING AGENT — REFERENCES

EXPORT DEC. No.

DELIVERING CARRIER TO STEAMER:

CAR NUMBER — REFERENCE EL-15721

DOCK RECEIPT

NON-NEGOTIABLE

PERMIT DATE

SHIP

FLAG

PIER

PORT OF LOADING

PORT OF DISCHARGE FROM SHIP

SHIPPER

PARTICULARS FURNISHED BY SHIPPER OF GOODS

MARKS AND NUMBERS	NO. OF PKGS.	DESCRIPTION OF PACKAGES AND GOODS	MEASUREMENT IN CU. FT.	GROSS WEIGH IN POUNDS
2-WHITE 3008	8	COILS: COLD ROLLED STEEL	—	181.43

DIMENSIONS AND WEIGHTS OF PACKAGES TO BE SHOWN ON REVERSE SIDE

DELIVERED BY:

TRUCK }
LIGHTER }

ARRIVED— DATE ..... TIME .....

UNLOADED— DATE ..... TIME .....

CHECKED BY

PLACED IN SHIP / ON DOCK LOCATION .....

DX 13-V

RECEIVED THE ABOVE DESCRIBED GOODS OR PACKAGES SUBJECT TO ALL THE TERMS OF THE UNDERSIGNED'S REGULAR FORM OF DOCK RECEIPT AND BILL OF LADING WHICH SHALL CONSTITUTE THE CONTRACT UNDER WHICH THE GOODS ARE RECEIVED, COPIES OF WHICH ARE AVAILABLE FROM THE CARRIER ON REQUEST AND MAY BE INSPECTED AT ANY OF ITS OFFICES.

FOR THE MASTER

BY .....

RECEIVING CLERK

DATE 4-21-70

609c

SHARON STEEL CORP.
S-356 REV.

RAIL SHIPPING RECORD

OK

PACKING LIST

Shipped To: [illegible]

Address [illegible]

Date 4-9-70

Car No. & Initial [illegible] 7

Wt. Skids ☐ Boxes ☐ Wt. Blocking

Routing ~~CAMDEN, NEW JERSEY~~

EL. 15921

MILL ORDER NO.	CUSTOMER ORDER NO.	SKIDS OR LIFTS	COILS OR BDLS.	HEAT NUMBER	SIZE	NET WEIGHT	TARE WEIGHT	
37L-21-37L4	7612		3	92006	39.434 x 0.3149	22596	1	✓
[illegible]					MM 1002 x 0.8	22382	3	✓
2. WHITE						22920	13	✓
			3	92074		22460	6	✓
						22650	8	✓
						22870	9	✓
			2	92175		22820	5	✓
						22740	18	✓
			8	Coils		181430		

GONDOLA	BOX	PAGE NO.	SHIPPER	DEPT.
X		4028	[illegible]	60-0 Bldg

CLAIMS FOR SHORTAGE OR DAMAGE MUST BE MADE WITHIN FIFTEEN (15) DAYS AND WILL NOT BE ALLOWED UNLESS CUSTOMER HAS HAD CARRIER'S AGENT CERTIFY CONDITION OF CONSIGNMENT ON B/L.

VESSEL:

PORT: ANTWERP

CARRIER OR CAR NO.: EL-15921

SEALS:

CAUSE OF DAMAGE:

WHSE. OK. 30

DATE: 4-21-70

PIER: 30

CHECKER: ~~SAMEAN~~ DUNCAN

MARKS	QUANTITY	TYPE OF CONTAINER	COMMODITY	UNIT WEIGHT	TOTAL WEIGHT	MEASUREMENTS LENGTH	WIDTH	HEIGHT	EXCEPTIONS
2 WHITE	1	1	COLD ROLLED	22,590		39.43	34 x 0.	3149	COIL WRAPPING
	1	3	STEEL	22,380		"	"	"	RUSTY
ANTWERP	1	13		22,920		"	"	"	MOST CHAFFED
BELGIUM	1	6		22,460		"	"	"	CONTENTS UNKNOWN
	1	8		22,650		"	"	"	
	1	19		22,870		"	"	"	
	1	5		22,820		"	"	"	
	1	18		22,740		"	"	"	
	(8)								

GREAT LAKES INTERNATIONAL CORP.

RECOMMENDED FOR USE IN U. S. GREAT LAKES PORTS

D/R No. 611a

(SPACES IMMEDIATELY BELOW ARE FOR SHIPPERS MEMORANDA—NOT PART OF DOCK RECEIPT)

FORWARDING AGENT — REFERENCES

EXPORT DEC. No.

DELIVERING CARRIER TO STEAMER:

CAR NUMBER — REFERENCE EL-9039

DOCK RECEIPT

NON-NEGOTIABLE

PERMIT DATE

SHIP | FLAG | PIER | PORT OF LOADING

PORT OF DISCHARGE FROM SHIP

SHIPPER

PARTICULARS FURNISHED BY SHIPPER OF GOODS

MARKS AND NUMBERS	NO. OF PKGS.	DESCRIPTION OF PACKAGES AND GOODS	MEASUREMENT IN CU. FT.	GROSS WEIGHT IN POUNDS
2 - WHITE 3908	8	COILS: COLD ROLLED STEEL	—	181,410
		Clm		
DIMENSIONS AND WEIGHTS OF PACKAGES TO BE SHOWN ON REVERSE SIDE				

DELIVERED BY:

TRUCK }
LIGHTER }

ARRIVED— DATE TIME

UNLOADED— DATE TIME

CHECKED BY

PLACED IN SHIP / ON DOCK LOCATION

DX 13-W

RECEIVED THE ABOVE DESCRIBED GOODS OR PACKAGES SUBJECT TO ALL THE TERMS OF THE UNDERSIGNED'S REGULAR FORM OF DOCK RECEIPT AND BILL OF LADING WHICH SHALL CONSTITUTE THE CONTRACT UNDER WHICH THE GOODS ARE RECEIVED. COPIES OF WHICH ARE AVAILABLE FROM THE CARRIER ON REQUEST AND MAY BE INSPECTED AT ANY OF ITS OFFICES.

FOR THE MASTER

BY

RECEIVING CLERK

DATE 4-21-70

6120

NOTE OVER

SHARON STEEL CORP.
S-356 REV.

RAIL SHIPPING RECORD

PACKING LIST

Shipped To: ~~SUPER IRON NATIONAL~~

Address C/O ~~HOLT STORAGE & WAREHOUSE~~ Date 4-9-70

Car No. & Initial PIER 7 Wt. Skids ☐ Boxes ☐ Wt. Blocking

Routing ~~CAMDEN, NEW JERSEY~~ EL-9039

MILL ORDER NO.	CUSTOMER ORDER NO.	SKIDS OR LIFTS	COILS OR BDLS.	HEAT NUMBER	SIZE	NET WEIGHT	TARE WEIGHT	
5376-31-3708	7612		3	A2006	39.434 x C3140	22714	30.	
ANTWERP, BELGIUM					MM 1002 x 08 Deod.	22684	~~34~~	✓
						22940	26	✓
2 WHITE			1	71274		22890	21	✓
			4	772175		22780	23	✓
						22670	25	✓
						22530	27	✓
			8 Coils			181410		

GONDOLA	BOX	PAGE NO.	SHIPPER	DEPT.
X		4,28	Wm. S. Lind	60" C.R.Coil

CLAIMS FOR SHORTAGE OR DAMAGE MUST BE MADE WITHIN FIFTEEN (15) DAYS AND WILL NOT BE ALLOWED UNLESS CUSTOMER HAS HAD CARRIER'S AGENT CERTIFY CONDITION OF CONSIGNMENT ON B/L.

Wimpey Cold Rolled Coils

VESSEL:

PORT: Antwerp

CARRIER OR CAR NO.: EL-9039

SEALS:

CAUSE OF DAMAGE:

WHSE OK 30

DATE: 4-21-70

PIER: 30

CHECKER: DUNCAN

MARKS	QUANTITY	~~TYPE OF~~ CONTAINER	COMMODITY	UNIT WEIGHT	TOTAL WEIGHT	MEASUREMENTS LENGTH	WIDTH	HEIGHT	EXCEPTIONS
2 WHITE	1	20	COLD ROLLED	22,710		39.43	4 X 0	3149	COIL WRAPPINGS
	1	22	STEEL	22,680		"	"	"	RUSTY
ANTWERP	1	24		22,480		"	"	"	EDGE CHIPPED
BELGIUM	1	26		22,740		"	"	"	CONTENTS UNKNOWN
	1	21		22,820		"	"	"	
	1	23		22,790		"	"	"	
	1	25		22,670		"	"	"	
	1	27		22,520		"	"	"	
	(8)								

GREAT LAKES INTERNATIONAL CORP.

RECOMMENDED FOR USE IN U. S. GREAT LAKES PORTS

D/R No. 614a

(SPACES IMMEDIATELY BELOW ARE FOR SHIPPERS MEMORANDA—NOT PART OF DOCK RECEIPT)

FORWARDING AGENT — REFERENCES

EXPORT DEC. No.

DELIVERING CARRIER TO STEAMER:

CAR NUMBER — REFERENCE EL-15926

PERMIT DATE

DOCK RECEIPT

NON-NEGOTIABLE

SHIP

FLAG

PIER

PORT OF LOADING

PORT OF DISCHARGE FROM SHIP

SHIPPER

PARTICULARS FURNISHED BY SHIPPER OF GOODS

MARKS AND NUMBERS	NO. OF PKGS.	DESCRIPTION OF PACKAGES AND GOODS	MEASUREMENT IN CU. FT.	GROSS WEIGHT IN POUNDS
2-WHITE 3-39	9	COILS COLD ROLLED STEEL		18550

DIMENSIONS AND WEIGHTS OF PACKAGES TO BE SHOWN ON REVERSE SIDE

DELIVERED BY:

TRUCK }
LIGHTER }

ARRIVED— DATE ..... TIME .....

UNLOADED— DATE ..... TIME .....

CHECKED BY .....

PLACED IN SHIP ON DOCK LOCATION .....

DX 13-X

RECEIVED THE ABOVE DESCRIBED GOODS OR PACKAGES SUBJECT TO ALL THE TERMS OF THE UNDERSIGNED'S REGULAR FORM OF DOCK RECEIPT AND BILL OF LADING WHICH SHALL CONSTITUTE THE CONTRACT UNDER WHICH THE GOODS ARE RECEIVED, COPIES OF WHICH ARE AVAILABLE FROM THE CARRIER ON REQUEST AND MAY BE INSPECTED AT ANY OF ITS OFFICES.

FOR THE MASTER

BY .....

RECEIVING CLERK

DATE 4-21-70

615a

SHARON STEEL CORP.
S-356 REV.

RAIL SHIPPING RECORD

PACKING LIST

Shipped To: [illegible]

Address C/O HOLT STEAMS & [illegible]

Date 4.9.70

Car No. & Init. PIER 7

Wt. Skids ☐ Boxes ☐

Wt. Blocking

Routing ~~CAMDEN, NEW JERSEY~~

EL-15926

MILL ORDER NO.	CUSTOMER ORDER NO.	SKIDS OR LIFTS	COILS OR BDLS.	HEAT NUMBER	SIZE	NET WEIGHT	TARE WEIGHT
~~37X-31-3501~~	7612		1	~~40353~~	39.434 x .03147	18160	1 ✓
~~Antwerp~~ Belgium			1	40412	MN1102 x 0.8	17590	22 ✓
2 WHITE			1	41434		18120	23 ✓
~~37X-31-3508~~	7612		3	917175	39.434 x .03149	22220	7 ✓
~~Antwerp~~ Belgium					MN1002 - 0.8	22260	13 ✓
2 WHITE			1	91706		22740	11 ✓
			2	91774		18480	4 ✓
						22720	16 ✓
			9	COILS		185550	

GONDOLA	BOX	PAGE NO.	SHIPPER	DEPT.
X		4038	Weld Coil	60" Cold Roll

CLAIMS FOR SHORTAGE OR DAMAGE MUST BE MADE WITHIN FIFTEEN (15) DAYS AND WILL NOT BE ALLOWED UNLESS CUSTOMER HAS HAD CARRIER'S AGENT CERTIFY CONDITION OF CONSIGNMENT ON B/L.

PORT: ANTWERP

CARRIER OR CAR NO.: EL-15926

SEALS:

CAUSE OF DAMAGE:

DATE: 4-21-10

PIER: 28

CHECKER: WJ 36 D

MARKS	QUANTITY	TYPE OF CONTAINER	COMMODITY	UNIT WEIGHT	TOTAL WEIGHT	MEASUREMENTS LENGTH	MEASUREMENTS WIDTH	MEASUREMENTS HEIGHT	EXCEPTIONS
2 WHITE	1	1	COILS COLD ROLLED	18.160		39.43	4 X	0.3149	COIL WRAPPING
	1	22	STEEL	17.390		"		"	RUSTY
	1	23		18.120		"		"	MOST CHAFFED
	1	7		22.820		"		"	CONTENTS UNKNOWN
	1	12		22.800		"		"	
	1	17		22.620		"		"	
	1	11		22.740		"		"	
	1	4		18.480		"		"	
	1	16		22.720		"		"	
	9				185.550				

GREAT LAKES INTERNATIONAL CORP.

185,550

RECOMMENDED FOR USE IN U. S. GREAT LAKES PORTS

D/R No. 617a

(SPACES IMMEDIATELY BELOW ARE FOR SHIPPERS MEMORANDA—NOT PART OF DOCK RECEIPT)

FORWARDING AGENT — REFERENCES

EXPORT DEC. No.

DELIVERING CARRIER TO STEAMER:

CAR NUMBER — REFERENCE

EL - 9038

PERMIT DATE

DOCK RECEIPT

NON-NEGOTIABLE

SHIP

FLAG

PIER

PORT OF LOADING

PORT OF DISCHARGE FROM SHIP

SHIPPER

PARTICULARS FURNISHED BY SHIPPER OF GOODS

MARKS AND NUMBERS	NO. OF PKGS.	DESCRIPTION OF PACKAGES AND GOODS	MEASUREMENT IN CU. FT.	GROSS WEIGHT IN POUNDS
2 - WHITE 3909	8	COILS: COLD ROLLED STEEL	—	145,330
		CLAUST		

DIMENSIONS AND WEIGHTS OF PACKAGES TO BE SHOWN ON REVERSE SIDE

DELIVERED BY:

TRUCK
LIGHTER

ARRIVED— DATE..... TIME.....

UNLOADED— DATE..... TIME.....

CHECKED BY

PLACED IN SHIP ON DOCK LOCATION.....

DX 13-Y

RECEIVED THE ABOVE DESCRIBED GOODS OR PACKAGES SUBJECT TO ALL THE TERMS OF THE UNDERSIGNED'S REGULAR FORM OF DOCK RECEIPT AND BILL OF LADING WHICH SHALL CONSTITUTE THE CONTRACT UNDER WHICH THE GOODS ARE RECEIVED, COPIES OF WHICH ARE AVAILABLE FROM THE CARRIER ON REQUEST AND MAY BE INSPECTED AT ANY OF ITS OFFICES.

FOR THE MASTER

BY.....

RECEIVING CLERK

DATE 4-21-70

618

SHARON STEEL CORP.
S-356 REV.

OK

RAIL SHIPPING RECORD

PACKING LIST

Shipped To: NIMPEX INTERNATIONAL
C/O HOLT STORAGE & WAREHOUSE

Address PIER 7

Date 4-9-70

Car No. & Initial FL 1039 Wt. Skids ☐ Boxes ☐ Wt. Blocking

Routing CAMDEN, NEW JERSEY

MILL ORDER NO.	CUSTOMER ORDER NO.	~~SKIDS~~ OR LIFTS	COILS OR ~~BDLS.~~	HEAT NUMBER	SIZE	NET WEIGHT	TARE WEIGHT
22-21-3909	7612	1	1	401438	39.434 X 03149	19870	3
Ship Belgium		1	1	401415	MM1002X08	17960	3
Outlet		1	1	401434		17880	2
		1	2	401412		18240	2
						18100	8
22-14530		3	3	408130		17930	4
						18140	9
Mill						17810	10

GONDOLA | BOX | PAGE NO. | SHIPPER DE | DEPT. 207K

CLAIMS FOR SHORTAGE OR DAMAGE MUST BE MADE WITHIN FIFTEEN (15) DAYS AND WILL NOT BE ALLOWED UNLESS CUSTOMER HAS HAD CARRIER'S AGENT CERTIFY CONDITION OF CONSIGNMENT ON B/L.

Nimpex – Cold Rolled Coils

VESSEL:	CAUSE OF DAMAGE:	DATE: 4-21-70
PORT: ANTWERP		PIER: Dock 28
CARRIER OR CAR NO.: EL-9038		CHECKER: W H Duncan
SEALS:		

MARKS	QUANTITY	TYPE OF CONTAINER	COMMODITY	UNIT WEIGHT	TOTAL WEIGHT	MEASUREMENTS LENGTH	MEASUREMENTS WIDTH	MEASUREMENTS HEIGHT	EXCEPTIONS
2 WHITE	1	3	COILS COLD ROLLED	18.870		39 1/4	X 0	3149	COIL WRAPPING
	1	5	STEEL	18.060		"		"	RUSTY
	1	2		17.880		"		"	RUST CHAFFED
	1	7		18.340		"		"	CONTENTS UNKNOWN
	1	8		18.100		"		"	
	1	4		18.330		"		"	
	1	9		18.140		"		"	
	1	10		17.610		"		"	
	(8)	COILS							

GREAT LAKES INTERNATIONAL CORP.

RECOMMENDED FOR USE IN U. S. GREAT LAKES PORTS

D/R No. 620a

(SPACES IMMEDIATELY BELOW ARE FOR SHIPPERS MEMORANDA—NOT PART OF DOCK RECEIPT)

FORWARDING AGENT — REFERENCES

EXPORT DEC. No.

DELIVERING CARRIER-TO-STEAMER

CAR NUMBER — REFERENCE EL-17712

DOCK RECEIPT

NON-NEGOTIABLE

PERMIT DATE

SHIP

FLAG

PIER

PORT OF LOADING

PORT OF DISCHARGE FROM SHIP

SHIPPER

PARTICULARS FURNISHED BY SHIPPER OF GOODS

MARKS AND NUMBERS	NO. OF PKGS.	DESCRIPTION OF PACKAGES AND GOODS	MEASUREMENT IN CU. FT.	GROSS WEIGHT IN POUNDS
1 - 3913 WHITE	8	COILS: COLD ROLLED STEEL	—	178,63[illegible]
		CLAUSE		
DIMENSIONS AND WEIGHTS OF PACKAGES TO BE SHOWN ON REVERSE SIDE				

DELIVERED BY:

TRUCK }
LIGHTER }

ARRIVED— DATE..... TIME.....

UNLOADED— DATE..... TIME.....

CHECKED BY

PLACED IN SHIP / ON DOCK LOCATION DX 13-E

RECEIVED THE ABOVE DESCRIBED GOODS OR PACKAGES SUBJECT TO ALL THE TERMS OF THE UNDERSIGNED'S REGULAR FORM OF DOCK RECEIPT AND BILL OF LADING WHICH SHALL CONSTITUTE THE CONTRACT UNDER WHICH THE GOODS ARE RECEIVED. COPIES OF WHICH ARE AVAILABLE FROM THE CARRIER ON REQUEST AND MAY BE INSPECTED AT ANY OF ITS OFFICES.

FOR THE MASTER

BY..... RECEIVING CLERK

DATE 4-21-70

621a

SHARON STEEL CORP.
S-356 REV.

RAIL SHIPPING RECORD

1 WHITE

PACKING LIST

Shipped To: NIPPEX INTERNATIONAL
C/O HOLT STORAGE & WAREHOUSE

Address PIER 7

Date 4-9-70

Car No. & Initial L 17712

Wt. Skids ☐ Boxes ☐

Wt. Blocking

Routing CAMDEN. NEW JERSEY

COILS W&T

MILL ORDER NO.	CUSTOMER ORDER NO.	SKIDS OR LIFTS	COILS OR BDLS.	HEAT NUMBER	SIZE	NET WEIGHT	TARE WEIGHT	
21-3913	7612	5	5	972177	39.43 4X0.937	12590	9	✓
Temp Lbs Quan					MM1662 X1.0	12050	12	✓
						22410	23	✓
1-Unit						12380	25	✓
						22660	27	✓
						112030		
18,130		2	2	519229		22370	18	✓
						22540	21	✓
Mpd		1	1	973178		11640	15	✓

GONDOLA	BOX	PAGE NO.	SHIPPER	DEPT.
✓			54	40"R

CLAIMS FOR SHORTAGE OR DAMAGE MUST BE MADE WITHIN FIFTEEN (15) DAYS AND WILL NOT BE ALLOWED UNLESS CUSTOMER HAS HAD CARRIER'S AGENT CERTIFY CONDITION OF CONSIGNMENT ON B/L

PORT: ANTWERP

BARRIER OR CAR NO.: EL-17712

SEALS:

CAUSE OF DAMAGE:

WHSE DK 30

4-21-70

PIER: 30

CHECKER: DUNCAN

MARKS	QUANTITY	~~TYPE OF~~ CONTAINER	COMMODITY	UNIT WEIGHT	TOTAL WEIGHT	MEASUREMENTS LENGTH	WIDTH	HEIGHT	EXCEPTIONS
1 WHITE	1	9	COLD ROLLED	22,540		39.434 x 0.3937			COIL WRAPPING
	1	12	STEEL	22,050		"	"	"	RUSTY
ANTWERP	1	23		22,410		"	"	"	MOST CHAFFED
BELGIUM	1	25		22,380		"	"	"	CONTENTS UNKNOWN
	1	27		22,600		"	"	"	
	1	18		22,370		"	"	"	
	1	21		22,540		"	"	"	
	1	15		21,690		"	"	"	
	(8)								

GREAT LAKES INTERNATIONAL CORP.

RECOMMENDED FOR USE IN U. S. GREAT LAKES PORTS

(SPACES IMMEDIATELY BELOW ARE FOR SHIPPERS MEMORANDA—NOT PART OF DOCK RECEIPT)

D/R No. 623a

FORWARDING AGENT — REFERENCES

EXPORT DEC. No.

DELIVERING CARRIER TO STEAMER

CAR NUMBER — REFERENCE EL-9100

DOCK RECEIPT

NON-NEGOTIABLE

PERMIT DATE

SHIP	FLAG	PIER	PORT OF LOADING
PORT OF DISCHARGE FROM SHIP			

SHIPPER

PARTICULARS FURNISHED BY SHIPPER OF GOODS

MARKS AND NUMBERS	NO. OF PKGS.	DESCRIPTION OF PACKAGES AND GOODS	MEASUREMENT IN CU. FT.	GROSS WEIGHT IN POUNDS
1- WHITE 3913	8	COILS: COLD ROLLED STEEL	—	175,840
		CHARGE		
DIMENSIONS AND WEIGHTS OF PACKAGES TO BE SHOWN ON REVERSE SIDE				

DELIVERED BY:

TRUCK }
LIGHTER } .....

ARRIVED— DATE..... TIME.....

UNLOADED— DATE..... TIME.....

CHECKED BY .....

PLACED IN SHIP / ON DOCK LOCATION.....

RECEIVED THE ABOVE DESCRIBED GOODS OR PACKAGES SUBJECT TO ALL THE TERMS OF THE UNDERSIGNED'S REGULAR FORM OF DOCK RECEIPT AND BILL OF LADING WHICH SHALL CONSTITUTE THE CONTRACT UNDER WHICH THE GOODS ARE RECEIVED. COPIES OF WHICH ARE AVAILABLE FROM THE CARRIER ON REQUEST AND MAY BE INSPECTED AT ANY OF ITS OFFICES.

DX 13-F

FOR THE MASTER

BY .....
RECEIVING CLERK

DATE 4-21-70

62

SHARON STEEL CORP.
S-356 REV.

RAIL SHIPPING RECORD

OK

PACKING LIST

Shipped To: C/O HOLT STORAGE & [illegible]

Address

Date 1-10-71

Car No. & Initial PIER 7 EL 9100 Wt. Skids ☐ Boxes ☐ Wt. Blocking

Routing CAMDEN, NEW JERSEY

MILL ORDER NO.	CUSTOMER ORDER NO.	~~SKIDS~~ OR LIFTS	COILS OR ~~BDLS.~~	HEAT NUMBER	SIZE	NET WEIGHT	TARE WEIGHT	
76-31-3913	7612	1	1	5H934	29.134X03937	22410	10	✓
Turn to Belgium		1	1	973173	MM 1003 X 1.0	21510	33	✓
		3	3	[illegible]		23450	13	✓
1-White						22300	19	✓
1540						22620	22	✓
1541						67370		
		3	3	972009		21620	16	✓
[illegible]						22200	22	✓
[illegible]						22430	27	✓

GONDOLA	BOX	PAGE NO.	SHIPPER	DEPT.	
1			DE	LOCK	64550

CLAIMS FOR SHORTAGE OR DAMAGE MUST BE MADE WITHIN FIFTEEN (15) DAYS AND WILL NOT BE ALLOWED UNLESS CUSTOMER HAS HAD CARRIER'S AGENT CERTIFY CONDITION OF CONSIGNMENT ON B/L.

NIMAK COLD ROLLED COILS

VESSEL:

PORT: ANTWERP

CARRIER OR CAR NO.: EL-9100

SEALS:

CAUSE OF DAMAGE:

WHSE. DK. 30

DATE: 4-21-70

PIER: 30

CHECKER: DUNCAN

MARKS	QUANTITY	TYPE OF CONTAINER	COMMODITY	UNIT WEIGHT	TOTAL WEIGHT	MEASUREMENTS LENGTH	MEASUREMENTS WIDTH	MEASUREMENTS HEIGHT	EXCEPTIONS
1 WHITE	1	10	COLD ROLLED	22,410		39.4	34	X 0.1937	COIL WRAPPINGS
	1	33	STEEL	21,510		"	"	"	RUSTY
ANTWERP	1	13		22,450		"	"	"	MOST CHAFFED
BELGIUM	1	19		22,300		"	"	"	CONTENTS UNKNOWN
	1	22		22,620		"	"	"	
	1	16		21,620		"	"	"	
	1	32		21,300		"	"	"	
	1	34		21,630		"	"	"	
	(8)								

STATE TAXIS INTERNATIONAL CORP.

RECOMMENDED FOR USE IN U. S. GREAT LAKES PORTS

D/R No. 626a

(SPACES IMMEDIATELY BELOW ARE FOR SHIPPERS MEMORANDA—NOT PART OF DOCK RECEIPT)

FORWARDING AGENT — REFERENCES

EXPORT DEC. No.

DELIVERING CARRIER TO STEAMER

CAR NUMBER — REFERENCE EL-17763

DOCK RECEIPT

NON-NEGOTIABLE

PERMIT DATE

SHIP

FLAG

PIER

PORT OF LOADING

PORT OF DISCHARGE FROM SHIP

SHIPPER

PARTICULARS FURNISHED BY SHIPPER OF GOODS

MARKS AND NUMBERS	NO. OF PKGS.	DESCRIPTION OF PACKAGES AND GOODS	MEASUREMENT IN CU. FT.	GROSS WEIGH IN POUNDS
I - WHITE 3913	8	COILS: COLD ROLLED STEEL	—	177,77[illegible]

DIMENSIONS AND WEIGHTS OF PACKAGES TO BE SHOWN ON REVERSE SIDE

DELIVERED BY:

TRUCK }
LIGHTER }

ARRIVED— DATE TIME

UNLOADED— DATE TIME

CHECKED BY

PLACED IN SHIP / ON DOCK LOCATION

DX 13-G

RECEIVED THE ABOVE DESCRIBED GOODS OR PACKAGES SUBJECT TO ALL THE TERMS OF THE UNDERSIGNED'S REGULAR FORM OF DOCK RECEIPT AND BILL OF LADING WHICH SHALL CONSTITUTE THE CONTRACT UNDER WHICH THE GOODS ARE RECEIVED. COPIES OF WHICH ARE AVAILABLE FROM THE CARRIER ON REQUEST AND MAY BE INSPECTED AT ANY OF ITS OFFICES.

FOR THE MASTER

BY

RECEIVING CLERK

DATE 4-21-70

6J7a

SHARON STEEL CORP.
S-356 REV.

RAIL SHIPPING RECORD — PACKING LIST

Shipped To: NIMPEX INTERNATIONAL
C/O BOLT STORAGE & [illegible]

Address PIER 7

Date 4-9-70

Car No. & Initial EL-17743

Wt. Skids ☐ Boxes ☐ Wt. Blocking

Routing CAMDEN, NEW JERSEY

MILL ORDER NO.	CUSTOMER ORDER NO.	SKIDS OR LIFTS	COILS OR BDLS.	HEAT NUMBER	SIZE	NET WEIGHT	TARE WEIGHT	
3L-31-3913	7612	1	1	F1006	39.434 X 03937	21460	7	V
[illegible]		2	2	72177	MM1000X1.0	22320	20	OL
						23450	24	OL
						22640	11	V
[illegible]		2	2	519349		22260	28	OL
						22280	14	V
		3	3	519329		22410	17	
						22320	26	V
[illegible]					20L	177770		

GONDOLA | BOX | PAGE NO. | SHIPPER DE | DEPT. 62R 1

CLAIMS FOR SHORTAGE OR DAMAGE MUST BE MADE WITHIN FIFTEEN (15) DAYS AND WILL NOT BE ALLOWED UNLESS CUSTOMER HAS HAD CARRIER'S AGENT CERTIFY CONDITION OF CONSIGNMENT ON B/L.

PORT: ANTWERP

CARRIER OR CAR NO.: EL-17763

SEALS:

WHSE. DK. 30

4-21-70

PIER: 30

CHECKER: DUNCHN

MARKS	QUANTITY	TYPE OF CONTAINER	COMMODITY	UNIT WEIGHT	TOTAL WEIGHT	MEASUREMENTS LENGTH	WIDTH	HEIGHT	EXCEPTIONS
	1	8	COLD ROLLED	21,160		39.4	74 x 0	.3937	C.O.C. W/RAPPING
J WHITE	1	20	STEEL	22,220		"	"	"	RUSTY
ANTWERP	1	24		22,480		"	"	"	MOST CHAFFED
BELGIUM	1	11		22,640		"	"	"	CONTENTS UNKNOWN
	1	28		22,260		"	"	"	
	1	14		22,280		"	"	"	
	1	17		22,410		"	"	"	
	1	26		22,320		"	"	"	
	(8)								

GREAT LAKES INTERNATIONAL CORP.

RECOMMENDED FOR USE IN U. S. GREAT LAKES PORTS

D/R No. 6292

(SPACES IMMEDIATELY BELOW ARE FOR SHIPPERS MEMORANDA—NOT PART OF DOCK RECEIPT)

FORWARDING AGENT — REFERENCES

EXPORT DEC. No.

DELIVERING CARRIER TO STEAMER:

CAR NUMBER — REFERENCE

EL - 15909

DOCK RECEIPT

NON-NEGOTIABLE

PERMIT DATE

SHIP

FLAG

PIER

PORT OF LOADING

PORT OF DISCHARGE FROM SHIP

SHIPPER

PARTICULARS FURNISHED BY SHIPPER OF GOODS

MARKS AND NUMBERS	NO. OF PKGS.	DESCRIPTION OF PACKAGES AND GOODS	MEASUREMENT IN CU. FT.	GROSS WEIGHT IN POUNDS
3914 - 1 - WHITE	3	COILS COLD ROLLED STEELS	-	54,130
3913 1 - WHITE	6	" " "	-	132,060
		CLASS 1		
DIMENSIONS AND WEIGHTS OF PACKAGES TO BE SHOWN ON REVERSE SIDE				186,190

DELIVERED BY:

TRUCK }
LIGHTER }

ARRIVED— DATE TIME

UNLOADED— DATE TIME

CHECKED BY

PLACED IN SHIP / ON DOCK LOCATION

DX 13-H

RECEIVED THE ABOVE DESCRIBED GOODS OR PACKAGES SUBJECT TO ALL THE TERMS OF THE UNDERSIGNED'S REGULAR FORM OF DOCK RECEIPT AND BILL OF LADING WHICH SHALL CONSTITUTE THE CONTRACT UNDER WHICH THE GOODS ARE RECEIVED. COPIES OF WHICH ARE AVAILABLE FROM THE CARRIER ON REQUEST AND MAY BE INSPECTED AT ANY OF ITS OFFICES.

FOR THE MASTER

BY

RECEIVING CLERK

DATE 4-21-70

630

SHARON STEEL CORP.
S-356 REV.

RAIL SHIPPING RECORD

PACKING LIST

Shipped To C/O HOLT STORAGE & [illegible]

Address PIER 7

Date 4-9-70

Car No. & Initial

Wt. Skids ☐ Boxes ☐ Wt. Blocking

Routing CAMDEN, NEW JERSEY

EL-15909

MILL ORDER NO.	CUSTOMER ORDER NO.	SKIDS OR LIFTS	COILS OR BDLS.	HEAT NUMBER	SIZE	NET WEIGHT	TARE WEIGHT
5376 31-3914	7612		3	H01419	39.434 x 039 37	18570	1
UNITED BELGIUM	1-WHITE.				MM.1002 x 1.0	17800	3
						17760	7
5376 31-3713	7612		2	97217X	39.434 x 039 37.	21324	29
UNITED BELGIUM	1-WHITE		1	92007	MM.1002 x 1.0	21060	40
			1	92177		22410	31
			1	5,9347		22570	30
			1	5,9279		22560	29
			9	COILS		186190	174

WRONG NOTE SIZE OK

GONDOLA	BOX	PAGE NO.	SHIPPER	DEPT.
X		402X	[illegible]	[illegible]

CLAIMS FOR SHORTAGE OR DAMAGE MUST BE MADE WITHIN FIFTEEN (15) DAYS AND WILL NOT BE ALLOWED UNLESS CUSTOMER HAS HAD CARRIER'S AGENT CERTIFY CONDITION OF CONSIGNMENT ON B/L.

NIMPEX COLD ROLLED COILS

VESSEL:
PORT: ANTWERP
CARRIER OR CAR NO.: EL-15909
SEALS:

CAUSE OF DAMAGE:

DATE: 4-21-70
PIER: DOCK 28
CHECKER: W H Duncan

MARKS	QUANTITY	TYPE OF CONTAINER	COMMODITY	UNIT WEIGHT	TOTAL WEIGHT	MEASUREMENTS LENGTH	MEASUREMENTS WIDTH	MEASUREMENTS HEIGHT	EXCEPTIONS
1 WHITE	1	1	COILS COLD ROLLED	18570		39.434	X .0	3937	COIL WRAPPING
	1	3	STEEL	17.800		"		"	RUSTY
	1	7		17.760		"		"	MOST CHAFFED
	1	7		21.870		"		"	CONTENTS UNKNOWN
	1	39		21790		"		"	
	1	46		21060		"		"	
	1	31		22410		"		"	
	1	30		22570		"		"	
	1	24		22.360		"		"	
	(9)	COILS.							

COPIES INTERNATIONAL CORP.

RECOMMENDED FOR USE IN U. S. GREAT LAKES PORTS

D/R No. 632a

(SPACES IMMEDIATELY BELOW ARE FOR SHIPPERS MEMORANDA—NOT PART OF DOCK RECEIPT)

EXPORT DEC. No.

FORWARDING AGENT — REFERENCES

DELIVERING CARRIER TO STEAMER:

CAR NUMBER — REFERENCE

EL-9063

PERMIT DATE

DOCK RECEIPT

NON-NEGOTIABLE

SHIP

FLAG

PIER

PORT OF LOADING

PORT OF DISCHARGE FROM SHIP

SHIPPER

PARTICULARS FURNISHED BY SHIPPER OF GOODS

MARKS AND NUMBERS	NO. OF PKGS.	DESCRIPTION OF PACKAGES AND GOODS	MEASUREMENT IN CU. FT.	GROSS WEIGHT IN POUNDS
3911 3 - WHITE	10	COILS: COLD ROLLED STEEL	—	18707

DIMENSIONS AND WEIGHTS OF PACKAGES TO BE SHOWN ON REVERSE SIDE

DELIVERED BY:

TRUCK }
LIGHTER }

ARRIVED— DATE.....TIME.....

UNLOADED— DATE.....TIME.....

CHECKED BY

PLACED IN SHIP / ON DOCK LOCATION

DX 13-K

RECEIVED THE ABOVE DESCRIBED GOODS OR PACKAGES SUBJECT TO ALL THE TERMS OF THE UNDERSIGNED'S REGULAR FORM OF DOCK RECEIPT AND BILL OF LADING WHICH SHALL CONSTITUTE THE CONTRACT UNDER WHICH THE GOODS ARE RECEIVED. COPIES OF WHICH ARE AVAILABLE FROM THE CARRIER ON REQUEST AND MAY BE INSPECTED AT ANY OF ITS OFFICES.

FOR THE MASTER

BY

RECEIVING CLERK

DATE 4-21-70

633c

SHARON STEEL CORP.
S-356 REV.

RAIL SHIPPING RECORD

PACKING LIST

Shipped To: NIPPEX INTERNATIONAL
C/O HOLT STORAGE & FACILITIES

Address PIER 7

Date 4-9-70

Car No. & Initial FL 9013 Wt. Skids ☐ Boxes ☐ Wt. Blocking

Routing CAMDEN, NEW JERSEY

MILL ORDER NO.	CUSTOMER ORDER NO.	SKIDS OR LIFTS	COILS OR ~~BDLS~~	HEAT NUMBER	SIZE	NET WEIGHT	TARE WEIGHT
731-71-911	012	4	4	40951	36.077 X 020	19710	1 ✓
Tag: Pilgrim					MM 91 X 6.-	19880	2 ✓
						19712	3 ✓
2 10 Hats						19526	4 ✓
						78728	
Ord	10Cs Total				157070		
					(OVER)		

GONDOLA | BOX | PAGE NO. | SHIPPER | DEPT.

CLAIMS FOR SHORTAGE OR DAMAGE MUST BE MADE WITHIN FIFTEEN (15) DAYS AND WILL NOT BE ALLOWED UNLESS CUSTOMER HAS HAD CARRIER'S AGENT CERTIFY CONDITION OF CONSIGNMENT ON B/L.

PORT: ANTWERP

CARRIER OR CAR NO.: EL-9063

SEALS:

4-21-70

PIER: 28

CHECKER: W H Duncan

MARKS	QUANTITY	TYPE OF CONTAINER	COMMODITY	UNIT WEIGHT	TOTAL WEIGHT	MEASUREMENTS LENGTH	WIDTH	HEIGHT	EXCEPTIONS
3 WHITE	1	1	COILS COLD ROLLED	19510		360Th	x	020	COIL WRAPPING
	1	2	STEEL	19.890		"		"	RUSTY
	1	3		19810		"		"	MOST CHAFFED
	1	4		19.620		"		"	CONTENTS UNKNOWN
2 WHITE	1	30	"	18.830		08	x	1002	
	1	28	"	18.120		"		"	
	1	27	"	17.620		"		"	
	1	29	"	17.750		"		"	
	1	26	"	17.960		"		"	
	1	25	"	17960		"		"	
	(10)	COILS							

GREAT LAKES INTERNATIONAL CORP.

RECOMMENDED FOR USE IN U. S. GREAT LAKES PORTS

D/R No. 635a

(SPACES IMMEDIATELY BELOW ARE FOR SHIPPERS MEMORANDA—NOT PART OF DOCK RECEIPT)

FORWARDING AGENT — REFERENCES

EXPORT DEC. No.

DELIVERING CARRIER TO STEAMER:

CAR NUMBER — REFERENCE

EL - 15942

DOCK RECEIPT

NON-NEGOTIABLE

PERMIT DATE

SHIP | FLAG | PIER | PORT OF LOADING

PORT OF DISCHARGE FROM SHIP

SHIPPER

PARTICULARS FURNISHED BY SHIPPER OF GOODS

MARKS AND NUMBERS	NO. OF PKGS.	DESCRIPTION OF PACKAGES AND GOODS	MEASUREMENT IN CU. FT.	GROSS WEIGHT IN POUNDS
1 - 3914 WHITE	8	COILS: COLD ROLLED STEEL	-	144710
2 - 3909 WHITE	2	" " " "	-	36,680
		CL HOSE		
DIMENSIONS AND WEIGHTS OF PACKAGES TO BE SHOWN ON REVERSE SIDE				181390

DELIVERED BY:

TRUCK / LIGHTER .....

ARRIVED— DATE.....TIME.....

UNLOADED— DATE.....TIME.....

CHECKED BY .....

PLACED IN SHIP / ON DOCK LOCATION.....

DX 13-L

RECEIVED THE ABOVE DESCRIBED GOODS OR PACKAGES SUBJECT TO ALL THE TERMS OF THE UNDERSIGNED'S REGULAR FORM OF DOCK RECEIPT AND BILL OF LADING WHICH SHALL CONSTITUTE THE CONTRACT UNDER WHICH THE GOODS ARE RECEIVED. COPIES OF WHICH ARE AVAILABLE FROM THE CARRIER ON REQUEST AND MAY BE INSPECTED AT ANY OF ITS OFFICES.

FOR THE MASTER

BY .....

RECEIVING CLERK

DATE 4-21-70

636

SHARON STEEL CORP.
S-3.6 REV.

RAIL SHIPPING RECORD

PACKING LIST

Shipped To: NIMPEX INTERNATIONAL
Address: C/O HOLT STORAGE & [illegible]
Date 4-10-70
Car No. & Initial EL-15943 PIER 7 Wt. Skids ☐ Boxes ☐ Wt. Blocking
Routing CAMDEN, NEW JERSEY

MILL ORDER NO.	CUSTOMER ORDER NO.	SKIDS OR LIFTS	COILS OR BDLS.	HEAT NUMBER	SIZE	NET WEIGHT	TARE WEIGHT
[illegible]	7612	1	1	401419	39.434X0393	18450	13
Tue [illegible]		1	1	401432	MM1602X6.0	18550	14
		1	1	408102		17880	7
1-White		2	2	401447		17890	9
						17580	17
						35770	
		3	3	401415		18450	2
					TOTAL-147,110	17870	5
						17990	25
Loaded						53960	

CONDOLA | BOX | PAGE NO. | SHIPPER DE | DEPT. 1-0-12

CLAIMS FOR SHORTAGE OR DAMAGE MUST BE MADE WITHIN FIFTEEN (15) DAYS AND WILL NOT BE ALLOWED UNLESS CUSTOMER HAS HAD CARRIER'S AGENT CERTIFY CONDITION OF CONSIGNMENT ON B/L.

SHARON STEEL CORP.
S-3.6 REV.

RAIL SHIPPING RECORD

PACKING LIST

Shipped To: NIMPEX INTERNATIONAL
Address: C/O HOLT STORAGE & [illegible]
Date 4-9-70
Car No. & Initial EL15945 PIER 7 Wt. Skids ☐ Boxes ☐ Wt. Blocking
Routing CAMDEN, NEW JERSEY

MILL ORDER NO.	CUSTOMER ORDER NO.	SKIDS OR LIFTS	COILS OR BDLS.	HEAT NUMBER	SIZE	NET WEIGHT	TARE WEIGHT
[illegible]	7612	1	1	401412	39.434 0394	18490	11
Tue [illegible]					MM1602X6.0		
1-White		1	1	409120		18190	16
					TOTAL-181,390		
Loaded							

CONDOLA | BOX | PAGE NO. | SHIPPER DE | DEPT. 1-0-12

CLAIMS FOR SHORTAGE OR DAMAGE MUST BE MADE WITHIN FIFTEEN (15) DAYS AND WILL NOT BE ALLOWED UNLESS CUSTOMER HAS HAD CARRIER'S AGENT CERTIFY CONDITION OF CONSIGNMENT ON B/L.

Rimmed - Cold Rolled Coils

16370

VESSEL:
PORT: ANTWERP
CARRIER OR CAR NO.: FL-15742
SEALS:

CAUSE OF DAMAGE:

DATE: 4-21-70
PIER: 28
CHECKER: W H Duncan

MARKS	QUANTITY	TYPE OF CONTAINER	COMMODITY	UNIT WEIGHT	TOTAL WEIGHT	MEASUREMENTS LENGTH	WIDTH	HEIGHT	EXCEPTIONS
1 WHITE	1	13	COILS COLD ROLLED	18450		39434	X 0	3937	COIL WRAPPINGS
	1	14	STEEL	18550		"		"	RUSTY
	1	4		17880		"		"	MOST CHAFED
	1	9		17890		"		"	CONTENTS UNKNOWN
	1	17		17980		"		"	
	1	2		18470		"		"	
	1	5		17670		"		"	
	1	25		17820		"		"	
	(8)				[illegible]				
2 WHITE	1	11	"	18490		39434	X .0	3149	
	1	16	"	18190		"		"	
	(2)				[illegible]				

[illegible]

GREAT LAKES INTERNATIONAL CORP.

RECOMMENDED FOR USE IN U. S. GREAT LAKES PORTS

D/R No. 638c

(SPACES IMMEDIATELY BELOW ARE FOR SHIPPERS MEMORANDA—NOT PART OF DOCK RECEIPT)

FORWARDING AGENT — REFERENCES

EXPORT DEC. No

DELIVERING CARRIER TO STEAMER:

CAR NUMBER — REFERENCE

EL - 9027

DOCK RECEIPT

NON-NEGOTIABLE

PERMIT DATE

SHIP | FLAG | PIER | PORT OF LOADING

PORT OF DISCHARGE FROM SHIP

SHIPPER

PARTICULARS FURNISHED BY SHIPPER OF GOODS

MARKS AND NUMBERS	NO. OF PKGS.	DESCRIPTION OF PACKAGES AND GOODS	MEASUREMENT IN CU. FT.	GROSS WEIGHT IN POUNDS
3913 1 - WHITE	8	COILS: COLD ROLLED STEEL	—	172,500

DIMENSIONS AND WEIGHTS OF PACKAGES TO BE SHOWN ON REVERSE SIDE

DELIVERED BY:

TRUCK)
LIGHTER)

ARRIVED— DATE ..... TIME .....

UNLOADED— DATE ..... TIME .....

CHECKED BY

PLACED IN SHIP / ON DOCK LOCATION

DX 13-M

RECEIVED THE ABOVE DESCRIBED GOODS OR PACKAGES SUBJECT TO ALL THE TERMS OF THE UNDERSIGNED'S REGULAR FORM OF DOCK RECEIPT AND BILL OF LADING WHICH SHALL CONSTITUTE THE CONTRACT UNDER WHICH THE GOODS ARE RECEIVED, COPIES OF WHICH ARE AVAILABLE FROM THE CARRIER ON REQUEST AND MAY BE INSPECTED AT ANY OF ITS OFFICES.

FOR THE MASTER

BY .....
RECEIVING CLERK

DATE 4-21-70

634a

SHARON STEEL CORP.
S-356 REV.

RAIL SHIPPING RECORD

PACKING LIST

Shipped To [illegible]

Address

Date 4-9-70

Car No. & Initial PIER 7 EL 90'17 Wt. Skids ☐ Boxes ☐ Wt. Blocking

Routing CAMDEN, NEW JERSEY

MILL ORDER NO.	CUSTOMER ORDER NO.	SKIDS OR LIFTS	COILS OR BDLS.	HEAT NUMBER	SIZE	NET WEIGHT	TARE WEIGHT
[illegible]	7612		1	[illegible]	[illegible]	[illegible]	
[illegible]			3	72178	MM 1002 21.0	21583	
[illegible]						21605	
[illegible]						21506	
[illegible]			4	72009		21022	
[illegible]						21610	
	Sell — 172,500					20510	
						21922	

GONDOLA | BOX | PAGE NO. 1 of 2 | SHIPPER [illegible] | DEPT. [illegible]

CLAIMS FOR SHORTAGE OR DAMAGE MUST BE MADE WITHIN FIFTEEN (15) DAYS AND WILL NOT BE ALLOWED UNLESS CUSTOMER HAS HAD CARRIER'S AGENT CERTIFY CONDITION OF CONSIGNMENT ON B/L.

64C

PORT: [illegible]
CARRIER OR CAR NO: EL-4647
SEALS:

4-21-70
PIER: D[illegible] 28
CHECKED: W H Dalton

MARKS	QUANTITY	TYPE OF CONTAINER	COMMODITY	UNIT WEIGHT	TOTAL WEIGHT	MEASUREMENTS LENGTH	MEASUREMENTS WIDTH	MEASUREMENTS HEIGHT	EXCEPTIONS
1 WHITE	1	1	COILS COLD ROLLED	22440		394	X .0	393	COILS WRAPPING
	1	3	STEEL	21530		"		"	RUSTY
	1	5		21660		"		"	MOST CHAFFED.
	1	6		21510		"		"	CONTENTS UNKNOWN
	1	2		21270		"		"	
	1	4		21610		"		"	
	1	35		20510		"		"	
	1	36		21970		"		"	
	(8)	COILS							
GREAT LAKES INTERNATIONAL CORP.				172,530					

RECOMMENDED FOR USE IN U. S. GREAT LAKES PORTS

D/R No. 641a

(SPACES IMMEDIATELY BELOW ARE FOR SHIPPERS MEMORANDA—NOT PART OF DOCK RECEIPT)

FORWARDING AGENT — REFERENCES

EXPORT DEC. No.

DELIVERING CARRIER TO STEAMER:

CAR NUMBER — REFERENCE EL-9084

DOCK RECEIPT

NON-NEGOTIABLE

PERMIT DATE

SHIP | FLAG | PIER | PORT OF LOADING

PORT OF DISCHARGE FROM SHIP

SHIPPER

PARTICULARS FURNISHED BY SHIPPER OF GOODS

MARKS AND NUMBERS	NO. OF PKGS.	DESCRIPTION OF PACKAGES AND GOODS	MEASUREMENT IN CU. FT.	GROSS WEIGHT IN POUNDS
3910 3-WHITE	9	COILS: COLD ROLLED STEEL	—	171,730
3914 1-WHITE	1	" " "	—	18,420
DIMENSIONS AND WEIGHTS OF PACKAGES TO BE SHOWN ON REVERSE SIDE				190 TONS

DELIVERED BY:

TRUCK }
LIGHTER }

ARRIVED— DATE TIME

UNLOADED— DATE TIME

CHECKED BY

PLACED IN SHIP / ON DOCK LOCATION

DX 13-N

RECEIVED THE ABOVE DESCRIBED GOODS OR PACKAGES SUBJECT TO ALL THE TERMS OF THE UNDERSIGNED'S REGULAR FORM OF DOCK RECEIPT AND BILL OF LADING WHICH SHALL CONSTITUTE THE CONTRACT UNDER WHICH THE GOODS ARE RECEIVED. COPIES OF WHICH ARE AVAILABLE FROM THE CARRIER ON REQUEST AND MAY BE INSPECTED AT ANY OF ITS OFFICES.

FOR THE MASTER

BY

RECEIVING CLERK

DATE

64

SHARON STEEL CORP.
356 REV.

RAIL SHIPPING RECORD

OK

PACKING LIST

Shipped To C/O HOLT STORAGE & [illegible]

Date 4-9-76

Address

Car No. & Initial PIER 7

Wt. Skids ☐ Boxes ☐ Wt. Blocking

Routing CAMDEN, NEW JERSEY

EL-9084

MILL ORDER NO.	CUSTOMER ORDER NO.	SKIDS OR LIFTS	COILS OR BDLS.	HEAT NUMBER	SIZE	NET WEIGHT	TARE WEIGHT
SOL-31-3910	7612		9	404127	36.07 x .020	1 8 5 44	1 ✓
Brown Bands					MM 916 x 0.5	1 7 0 34	2 ✓
3-WHITE						1 8 5 44	3 ✓
						1 7 0 34	4 ✓
						1 7 7 54	5 ✓
						1 7 8 16	6 ✓
						1 7 8 09	7 ✓
						1 8 0 14	8 ✓
						1 8 1 52	9 ✓
SOL-31-3914	7612		1	404071	34.434 x .0737	1 8 4 20	37 ✓
Brown Bands					MM 1002 x 60		
1 WHITE			10 Coils			190/50	

GONDOLA	BOX	PAGE NO.	SHIPPER	DEPT.
X		4-23	[illegible]	C. [illegible] Roll

CLAIMS FOR SHORTAGE OR DAMAGE MUST BE MADE WITHIN FIFTEEN (15) DAYS AND WILL NOT BE ALLOWED UNLESS CUSTOMER HAS HAD CARRIER'S AGENT CERTIFY CONDITION OF CONSIGNMENT ON B/L.

NIMEX - COLD ROLLED COILS

6439

VESSEL:
PORT: ANTWERP
CARRIER OR CAR NO.: EL-9654
SEALS:

CAUSE OF DAMAGE:

DATE: 4-21-70
PIER: Dock 38
CHECKER: W H Duncan

MARKS	QUANTITY	TYPE OF CONTAINER	COMMODITY	UNIT WEIGHT	TOTAL WEIGHT	MEASUREMENTS LENGTH	WIDTH	HEIGHT	EXCEPTIONS
3 WHITE	1	1	COILS COLD ROLLED	19.540		36.0/6	X	.020	COIL WRAPPINGS
	1	2	STEEL	19.330		"		"	RUSTY
	1	3		18.510		"		"	MOST CHAFFED
	1	4		19.550		"		"	CONTENTS UNKNOWN
	1	5		19.430		"		"	
	1	6		19.310		"		"	
	1	7		19.300		"		"	
	1	8		18.610		"		"	
		9		18.150		"		"	
	9)								
1 WHITE	1	37	"	18.420		39.434	X .0	39.37	
	10	COILS							

GREAT LAKES INTERNATIONAL CORP.

RECOMMENDED FOR USE IN U. S. GREAT LAKES PORTS

(SPACES IMMEDIATELY BELOW ARE FOR SHIPPERS MEMORANDA—NOT PART OF DOCK RECEIPT)

D/R No. 6414a

FORWARDING AGENT — REFERENCES

EXPORT DEC. No.

DELIVERING CARRIER TO STEAMER

CAR NUMBER — REFERENCE EL-9024

DOCK RECEIPT

NON-NEGOTIABLE

PERMIT DATE

SHIP | FLAG | PIER | PORT OF LOADING

PORT OF DISCHARGE FROM SHIP

SHIPPER

PARTICULARS FURNISHED BY SHIPPER OF GOODS

MARKS AND NUMBERS	NO. OF PKGS.	DESCRIPTION OF PACKAGES AND GOODS	MEASUREMENT IN CU. FT.	GROSS WEIGHT IN POUNDS
3909 2-WHITE	4	COILS: COLD ROLLED STEEL	—	77490
3914 1-WHITE	4	" " " "	-	189,076
DIMENSIONS AND WEIGHTS OF PACKAGES TO BE SHOWN ON REVERSE SIDE				166,566

DELIVERED BY:

TRUCK)
LIGHTER)

ARRIVED— DATE..... TIME.....

UNLOADED— DATE..... TIME.....

CHECKED BY

PLACED IN SHIP / ON DOCK LOCATION.....

DX 13-0

RECEIVED THE ABOVE DESCRIBED GOODS OR PACKAGES SUBJECT TO ALL THE TERMS OF THE UNDERSIGNED'S REGULAR FORM OF DOCK RECEIPT AND BILL OF LADING WHICH SHALL CONSTITUTE THE CONTRACT UNDER WHICH THE GOODS ARE RECEIVED. COPIES OF WHICH ARE AVAILABLE FROM THE CARRIER ON REQUEST AND MAY BE INSPECTED AT ANY OF ITS OFFICES.

FOR THE MASTER

BY .....
RECEIVING CLERK

DATE 4-21-70

645a

SHARON STEEL CORP.
S-356 REV.

RAIL SHIPPING RECORD

OK PACKING LIST

Shipped To: [illegible]
Address c/o HOLT STORAGE & [illegible]
Date 4-9-70
Car No. & Init. PIER 7
Wt. Skids ☐ Boxes ☐ Wt. Blocking
Routing CAMDEN, NEW JERSEY

EL- 9024

MILL ORDER NO.	CUSTOMER ORDER NO.	SKIDS OR LIFTS	COILS OR BDLS.	HEAT NUMBER	SIZE	NET WEIGHT	TARE WEIGHT	
5226 31-39407	7612		1	401412	39.434 x 037 37	17830	31	✓
Belgium	-2 WHITE-		1	405437	MM.1002 x 0.8	17400	24	✓
5226 31-3913	7612		2	377178	39.434 x 037 37	20800	37	INVOICED
Belgium	-1 WHITE-				MM.1002 x 1.0	21760	38	✓
5226 31-3914	7612		4	539407	39.434 x 037 37	22510	33	✓
Belgium	-1 WHITE-				MM1002 x 1.0	22050	36	✓MW
						22100	35	✓
			X	Coils		22340	56	✓
						166560		

GONDOLA	BOX	PAGE NO.	SHIPPER	DEPT.
702X			[illegible]	[illegible]

CLAIMS FOR SHORTAGE OR DAMAGE MUST BE MADE WITHIN FIFTEEN (15) DAYS AND WILL NOT BE ALLOWED UNLESS CUSTOMER HAS HAD CARRIER'S AGENT CERTIFY CONDITION OF CONSIGNMENT ON B/L.

6460

PORT: ANTWERP

CARRIER OR CAR NO.: EL-9024

SEALS:

CAUSE OF DAMAGE:

11. 21. 70

PIER: Dock 28

CHECKER: D H Duncan

MARKS	QUANTITY	TYPE OF CONTAINER	COMMODITY	UNIT WEIGHT	TOTAL WEIGHT	MEASUREMENTS LENGTH	WIDTH	HEIGHT	EXCEPTIONS
2 WHITE	1	31	COILS COLD ROLLED	17830		39.434	X .0	3149	COIL WRAPPING
	1	24	STEEL	17100		"		"	RUSTY
									MOST CHAFFED
1 WHITE	1	37	"	20,800		39.434	X .0	3937	CONTENTS UNKNOWN
	1	38	"	21760		"		"	
	1	33	"	22510		"		"	
	1	34	"	22050		"		"	
	1	35	"	22120		"		"	
	1	36	"	22 390		"		"	
	8	COILS							

GREAT LAKES INTERNATIONAL CORP.

166,560

RECOMMENDED FOR USE IN U. S. GREAT LAKES PORTS

D/R No. 647a

(SPACES IMMEDIATELY BELOW ARE FOR SHIPPERS MEMORANDA—NOT PART OF DOCK RECEIPT)

FORWARDING AGENT — REFERENCES

EXPORT DEC. No.

DELIVERING CARRIER TO STEAMER

CAR NUMBER — REFERENCE FL-9026

DOCK RECEIPT

NON-NEGOTIABLE

PERMIT DATE

SHIP

FLAG

PIER

PORT OF LOADING

PORT OF DISCHARGE FROM SHIP

SHIPPER

PARTICULARS FURNISHED BY SHIPPER OF GOODS

MARKS AND NUMBERS	NO. OF PKGS.	DESCRIPTION OF PACKAGES AND GOODS	MEASUREMENT IN CU. FT.	GROSS WEIGHT IN POUNDS
3-WHITE 3910	8	COILS: COLD ROLLED STEEL	-	153,890

DIMENSIONS AND WEIGHTS OF PACKAGES TO BE SHOWN ON REVERSE SIDE

DELIVERED BY:

TRUCK } .....
LIGHTER }

ARRIVED— DATE..... TIME.....

UNLOADED— DATE..... TIME.....

CHECKED BY .....

PLACED IN SHIP / ON DOCK LOCATION..... DX 13-B

RECEIVED THE ABOVE DESCRIBED GOODS OR PACKAGES SUBJECT TO ALL THE TERMS OF THE UNDERSIGNED'S REGULAR FORM OF DOCK RECEIPT AND BILL OF LADING WHICH SHALL CONSTITUTE THE CONTRACT UNDER WHICH THE GOODS ARE RECEIVED. COPIES OF WHICH ARE AVAILABLE FROM THE CARRIER ON REQUEST AND MAY BE INSPECTED AT ANY OF ITS OFFICES.

FOR THE MASTER

BY.....
RECEIVING CLERK

DATE 4-27-70

648

SHARON STEEL CORP.
S-356 REV.

RAIL SHIPPING RECORD

PACKING LIST

Shipped To: NINDEX INTERNATIONAL

Address C/O GREAT LAKES TERMINAL

Date 4-14-70

Car No. & Initial CLEVELAND, OHIO Wt. Skids ☐ Boxes ☐ Wt. Blocking

Routing

EL-9026

MILL ORDER NO.	CUSTOMER ORDER NO.	SKIDS OR LIFTS	COILS OR BDLS.	HEAT NUMBER	SIZE	NET WEIGHT	TARE WEIGHT	
5276-31-3910	7612		1	H01465	36.079 x .020	18880	15	✓
ANTWERP BELGIUM			4	432675	MM 916 x 0.5	19260	13	✓
3-WHITE						19490	14	✓
						19470	21	✓
						19460	22	✓
			2	431847	CW 94 D	19290	17	✓
					4-27-70	18520	19	✓
			1	H34832		19520	18	✓
			8 Coils			153890		

GONDOLA	BOX	PAGE NO.	SHIPPER	DEPT.
X		H028	Val Colucci	60" C Rail

CLAIMS FOR SHORTAGE OR DAMAGE MUST BE MADE WITHIN FIFTEEN (15) DAYS AND WILL NOT BE ALLOWED UNLESS CUSTOMER HAS HAD CARRIER'S AGENT CERTIFY CONDITION OF CONSIGNMENT ON B/L.

6440

VESSEL:

PORT: ANTWERP

CARRIER OR CAR NO.: E L 9026

SEALS:

CAUSE OF DAMAGE:

DATE: 4. 27. 70

PIER: Dock 30

CHECKER: RJ & D. Duncan

MARKS	QUANTITY	TYPE OF CONTAINER	COMMODITY	UNIT WEIGHT	TOTAL WEIGHT	MEASUREMENTS LENGTH	MEASUREMENTS WIDTH	MEASUREMENTS HEIGHT	EXCEPTIONS
J. WHITE	1	15	COILS COLD ROLLED	18.880		36.075	x 0	20	ALL COILS
	1	13	STEEL	19.260			"		SURFACE
	1	14		19.490			"		RUST ON
	1	21		19.470			"		WRAPPING
	1	32		19.460			"		
	1	17		19.290			"		
	1	19		18.520			"		
	1	18		19.520			"		
	8	COILS							

GREAT LAKES INTERNATIONAL CORP.

153.891

RECOMMENDED FOR USE IN U. S. GREAT LAKES PORTS

D/R No. 650a

(SPACES IMMEDIATELY BELOW ARE FOR SHIPPERS MEMORANDA—NOT PART OF DOCK RECEIPT)

FORWARDING AGENT — REFERENCES

EXPORT DEC. No.

DELIVERING CARRIER TO STEAMER

CAR NUMBER — REFERENCE EL-90VV

DOCK RECEIPT

NON-NEGOTIABLE

PERMIT DATE

SHIP

FLAG

PIER

PORT OF LOADING

PORT OF DISCHARGE FROM SHIP

SHIPPER

PARTICULARS FURNISHED BY SHIPPER OF GOODS

MARKS AND NUMBERS	NO. OF PKGS.	DESCRIPTION OF PACKAGES AND GOODS	MEASUREMENT IN CU. FT.	GROSS WEIGHT IN POUNDS
3-WHITE 3910	10	COILS COLD ROLLED STEEL	—	190990

Clear

DIMENSIONS AND WEIGHTS OF PACKAGES TO BE SHOWN ON REVERSE SIDE

DELIVERED BY:

TRUCK / LIGHTER .....

ARRIVED— DATE..... TIME.....

UNLOADED— DATE..... TIME.....

CHECKED BY.....

PLACED IN SHIP / ON DOCK LOCATION..... DX 13-C

RECEIVED THE ABOVE DESCRIBED GOODS OR PACKAGES SUBJECT TO ALL THE TERMS OF THE UNDERSIGNED'S REGULAR FORM OF DOCK RECEIPT AND BILL OF LADING WHICH SHALL CONSTITUTE THE CONTRACT UNDER WHICH THE GOODS ARE RECEIVED. COPIES OF WHICH ARE AVAILABLE FROM THE CARRIER ON REQUEST AND MAY BE INSPECTED AT ANY OF ITS OFFICES.

FOR THE MASTER

BY.....

RECEIVING CLERK

DATE 4-27-70

651a

HARON STEEL CORP.
S 256 REV.

RAIL SHIPPING RECORD

PACKING LIST

Shipped To: NIMDEX INTERNATIONAL

Address % GREAT LAKES TERMINAL Date 4-14-70

Car No. & Initial CLEVELAND, OHIO Wt. Skids ☐ Boxes ☐ Wt. Blocking

Routing

EL-9022

MILL ORDER NO.	CUSTOMER ORDER NO.	SKIDS OR LIFTS	COILS OR BDLS.	HEAT NUMBER	SIZE	NET WEIGHT	TARE WEIGHT
071 51-3910	7612		1	40407	36.079 x 020	18660	30 ✓
3. White			1	40407	MM 916 x 0.5	16536	X ✓
			2	43275		19850	16 ✓
						19300	24 ✓
			1	43847		19670	31 ✓
			4	424832		19	13 ✓
					@ 9.70	19	32 ✓
						19	38 ✓
			1	43541	x 27.00	19450	23 ✓
			10	Coils		190990	

GONDOLA	BOX	PAGE NO.	SHIPPER	DEPT.
X		4028	WILL CALL	60

CLAIMS FOR SHORTAGE OR DAMAGE MUST BE MADE WITHIN FIFTEEN (15) DAYS AND WILL NOT BE ALLOWED UNLESS CUSTOMER HAS HAD CARRIER'S AGENT CERTIFY CONDITION OF CONSIGNMENT ON B/L.

652

PORT: ANTWERP
CARRIER OR CAR NO.: EH. 9022
SEALS:

4.27.70
PIER: Dock 30
CHECKER: WJ & Duncan

MARKS	QUANTITY	TYPE OF CONTAINER	COMMODITY	UNIT WEIGHT	TOTAL WEIGHT	MEASUREMENTS LENGTH	MEASUREMENTS WIDTH	MEASUREMENTS HEIGHT	EXCEPTIONS
3. WHITE	1	30	COILS COLD ROLLED	18.660		76.079	x 020		HHh COILS
	1	8	STEEL	16.530			"		SURFACE RUS
	1	16	"	19.850			"		ON WRAPPIN
	1	24	"	19.200			"		
	1	31	"	19.670			"		
	1	12	"	19.210			"		
	1	25	"	19.580			"		
	1	26	"	19.500			"		
	1	28	"	19.240			"		
	1	23	"	19.450			"		
	10	COILS	"						
GREAT LAKES INTERNATIONAL CORP.				190,990					

RECOMMENDED FOR USE IN U. S. GREAT LAKES PORTS

D/R No. 653a

(SPACES IMMEDIATELY BELOW ARE FOR SHIPPERS MEMORANDA—NOT PART OF DOCK RECEIPT)

FORWARDING AGENT — REFERENCES

EXPORT DEC. No.

DELIVERING CARRIER TO STEAMER

CAR NUMBER — REFERENCE EL-1V799

DOCK RECEIPT

NON-NEGOTIABLE

PERMIT DATE

SHIP

FLAG

PIER

PORT OF LOADING

PORT OF DISCHARGE FROM SHIP

SHIPPER

PARTICULARS FURNISHED BY SHIPPER OF GOODS

MARKS AND NUMBERS	NO. OF PKGS.	DESCRIPTION OF PACKAGES AND GOODS	MEASUREMENT IN CU. FT.	GROSS WEIGHT IN POUNDS
3-WHITE 3910	6	COILS: COLD ROLLED STEEL	—	114,630

DIMENSIONS AND WEIGHTS OF PACKAGES TO BE SHOWN ON REVERSE SIDE

DELIVERED BY:

TRUCK }
LIGHTER } .....

ARRIVED— DATE..... TIME.....

UNLOADED— DATE..... TIME.....

CHECKED BY.....

PLACED IN SHIP / ON DOCK LOCATION.....

DX 13-D

RECEIVED THE ABOVE DESCRIBED GOODS OR PACKAGES SUBJECT TO ALL THE TERMS OF THE UNDERSIGNED'S REGULAR FORM OF DOCK RECEIPT AND BILL OF LADING WHICH SHALL CONSTITUTE THE CONTRACT UNDER WHICH THE GOODS ARE RECEIVED, COPIES OF WHICH ARE AVAILABLE FROM THE CARRIER ON REQUEST AND MAY BE INSPECTED AT ANY OF ITS OFFICES.

FOR THE MASTER

BY.....
RECEIVING CLERK

DATE 4-27-70

SHARON STEEL CORP.
S-356 REV.

RAIL SHIPPING RECORD

PACKING LIST

Shipped To: NIMPEX INTERNATIONAL

Address C/O GREAT LAKES TERMINAL

Date 4-14-70

Car No. & Initial CLEVELAND OHIO Wt. Skids ☐ Boxes ☐

Wt. Blocking

Routing FL-15999

MILL ORDER NO.	CUSTOMER ORDER NO.	SKIDS OR LIFTS	COILS OR BDLS.	HEAT NUMBER	SIZE	NET WEIGHT	TARE WEIGHT	
376-31-3910	7612	3		401465	36.079 X 020	15430	1	✓
in two					~~Band~~ MM 716 X 6.5	19110	2	✓
2 White						19760	3	✓
						54300		
		1		404107	OJ OJD	18450	4	✓
LCL 1101 630		1		431847	4-27-70	19720	10	✓
13								
		1		432075		19170	29	✓

GONDOLA X | BOX | PAGE NO. 4128 | SHIPPER Wall & Lux | DEPT. 66" Cold Roll

CLAIMS FOR SHORTAGE OR DAMAGE MUST BE MADE WITHIN FIFTEEN (15) DAYS AND WILL NOT BE ALLOWED UNLESS CUSTOMER HAS HAD CARRIER'S AGENT CERTIFY CONDITION OF CONSIGNMENT ON B/L.

6550

VESSEL: - -

PORT: ANTWERP

CARRIER OR CAR NO.: E.L. 15999

SEALS:

CAUSE OF DAMAGE:

DATE: 6-27-70

PIER: Dock 20

CHECKER: W. DeDuncan

MARKS	QUANTITY	TYPE OF CONTAINER	COMMODITY	UNIT WEIGHT	TOTAL WEIGHT	MEASUREMENTS LENGTH	MEASUREMENTS WIDTH	MEASUREMENTS HEIGHT	EXCEPTIONS
3 · WHITE	1	1	COILS COLD ROLLED	19.420		36.079	x.020		FLT COILS
	1	2	STEEL	19.110			"		SURFACE
	1	3	"	18.760			"		RUST
	1	4	"	18.450			"		ON WRAPPING
	1	10	"	19.720			"		
	1	29	"	19.170			"		
	6	COILS							

GREAT LAKES INTERNATIONAL CORP.

RECOMMENDED FOR USE IN U. S. GREAT LAKES PORTS

D/R No. 656a

(SPACES IMMEDIATELY BELOW ARE FOR SHIPPERS MEMORANDA—NOT PART OF DOCK RECEIPT)

FORWARDING AGENT — REFERENCES

EXPORT DEC. No.

DELIVERING CARRIER TO STEAMER

CAR NUMBER — REFERENCE EL-1590 ✓

DOCK RECEIPT

NON-NEGOTIABLE

PERMIT DATE

SHIP

FLAG

PIER

PORT OF LOADING

PORT OF DISCHARGE FROM SHIP

SHIPPER

PARTICULARS FURNISHED BY SHIPPER OF GOODS

MARKS AND NUMBERS	NO. OF PKGS.	DESCRIPTION OF PACKAGES AND GOODS	MEASUREMENT IN CU. FT.	GROSS WEIGHT IN POUNDS
1 - WHITE 3914	8	COILS: COLD ROLLED STEEL	-	173,4[illegible]
		CLAUS -		

DIMENSIONS AND WEIGHTS OF PACKAGES TO BE SHOWN ON REVERSE SIDE

DELIVERED BY:

TRUCK } .....
LIGHTER }

ARRIVED— DATE..... TIME.....

UNLOADED— DATE..... TIME.....

CHECKED BY.....

PLACED IN SHIP / ON DOCK LOCATION.....

RECEIVED THE ABOVE DESCRIBED GOODS OR PACKAGES SUBJECT TO ALL THE TERMS OF THE UNDERSIGNED'S REGULAR FORM OF DOCK RECEIPT AND BILL OF LADING WHICH SHALL CONSTITUTE THE CONTRACT UNDER WHICH THE GOODS ARE RECEIVED. COPIES OF WHICH ARE AVAILABLE FROM THE CARRIER ON REQUEST AND MAY BE INSPECTED AT ANY OF ITS OFFICES.

DX 13-I

FOR THE MASTER

BY.....
RECEIVING CLERK

DATE 4-27-70

657a

SHARON STEEL CORP.
S-356 REV.

RAIL SHIPPING RECORD

PACKING LIST

Shipped To:

Address

Date 4-13-70

Car No. & Initial EL-15702 Wt. Skids ☐ Boxes ☐ Wt. Blocking

Routing

MILL ORDER NO.	CUSTOMER ORDER NO.	SKIDS OR LIFTS	COILS OR ~~BDLS.~~	HEAT NUMBER	SIZE	NET WEIGHT	~~TARE WEIGHT~~
27-21-2514	7612		8	57180	1.121/1 0.137	21752	✓
					A1C1002 x 1.0	22050	✓
					w/ AO	22040	✓
					4-27-70	22504	✓
						21620	✓
						21880	✓
						21270	✓
						22504	✓
				80C-173410			

GONDOLA | BOX | PAGE NO. | SHIPPER | DEPT.

CLAIMS FOR SHORTAGE OR DAMAGE MUST BE MADE WITHIN FIFTEEN (15) DAYS AND WILL NOT BE ALLOWED UNLESS CUSTOMER HAS HAD CARRIER'S AGENT CERTIFY CONDITION OF CONSIGNMENT ON B/L.

VESSEL:

PORT: ANTWERP

CARRIER OR CAR NO.: EH-15902

SEALS:

CAUSE OF DAMAGE:

DATE: 4-27-70

PIER: Dock 30

CHECKER: W H Duncan

MARKS	QUANTITY	TYPE OF CONTAINER	COMMODITY	UNIT WEIGHT	TOTAL WEIGHT	MEASUREMENTS LENGTH	MEASUREMENTS WIDTH	MEASUREMENTS HEIGHT	EXCEPTIONS
1 · WHITE	1	39	COILS COLD ROLLED	21.950		39.4 3/4 x .0		2937	AHH CO. S
	1	39	STEEL	22.280					WRAPPINGS
	1	40		22.060					SLIGHT
	1	41		22.290					SURFACE RUST
	1	42		21.630					
	1	43		19.880					
	1	44		21.270					
	1	45		22.060					
	(8)	CL							

GREAT LAKES INTERNATIONAL CORP.

RECOMMENDED FOR USE IN U. S. GREAT LAKES PORTS

D/R No. 659a

(SPACES IMMEDIATELY BELOW ARE FOR SHIPPERS MEMORANDA—NOT PART OF DOCK RECEIPT)

EXPORT DEC. No.

FORWARDING AGENT — REFERENCES

DELIVERING CARRIER TO STEAMER:

CAR NUMBER — REFERENCE EL-1593V

PERMIT DATE

DOCK RECEIPT

NON-NEGOTIABLE

SHIP | FLAG | PIER | PORT OF LOADING

PORT OF DISCHARGE FROM SHIP

SHIPPER

PARTICULARS FURNISHED BY SHIPPER OF GOODS

MARKS AND NUMBERS	NO. OF PKGS.	DESCRIPTION OF PACKAGES AND GOODS	MEASUREMENT IN CU. FT.	GROSS WEIGHT IN POUNDS
1-WHITE 391L	10	COILS: COLD ROLLED STEEL	-	178,800

DIMENSIONS AND WEIGHTS OF PACKAGES TO BE SHOWN ON REVERSE SIDE

DELIVERED BY:

TRUCK }
LIGHTER }

ARRIVED— DATE..... TIME.....

UNLOADED— DATE..... TIME.....

CHECKED BY

PLACED IN SHIP / ON DOCK LOCATION DX 13-J

RECEIVED THE ABOVE DESCRIBED GOODS OR PACKAGES SUBJECT TO ALL THE TERMS OF THE UNDERSIGNED'S REGULAR FORM OF DOCK RECEIPT AND BILL OF LADING WHICH SHALL CONSTITUTE THE CONTRACT UNDER WHICH THE GOODS ARE RECEIVED, COPIES OF WHICH ARE AVAILABLE FROM THE CARRIER ON REQUEST AND MAY BE INSPECTED AT ANY OF ITS OFFICES.

FOR THE MASTER

BY..... RECEIVING CLERK

DATE 4-27-70

660a

SHARON STEEL CORP.
S-356 REV.

RAIL SHIPPING RECORD

PACKING LIST

Shipped To:

Address

Date 1-13-70

Car No. & Initial [redacted] Wt. Skids ☐ Boxes ☐ Wt. Blocking

Routing

EL 15932

MILL ORDER NO.	CUSTOMER ORDER NO.	SKIDS OR LIFTS	COILS OR ~~BDLS.~~	HEAT NUMBER	SIZE	NET WEIGHT	~~TARE WEIGHT~~
	7612		1			17B40	28 V SR
			20			1KR010	V HR
						175021	V SR
						(35600)	
					WHP	1K2403	V SR
					4-27-70	1KR015	V HR
EA 1/4 - 175,800						(25170)	
			1			130506	V SR

GONDOLA | BOX | PAGE NO. | SHIPPER | DEPT.

CLAIMS FOR SHORTAGE OR DAMAGE MUST BE MADE WITHIN FIFTEEN (15) DAYS AND WILL NOT BE ALLOWED UNLESS CUSTOMER HAS HAD CARRIER'S AGENT CERTIFY CONDITION OF CONSIGNMENT ON B/L.

SHARON STEEL CORP.
S-356 REV.

RAIL SHIPPING RECORD

PACKING LIST

Shipped To:

Address

Date 1-13-70

Car No. & Initial [redacted] Wt. Skids ☐ Boxes ☐ Wt. Blocking

Routing

EL 15932

MILL ORDER NO.	CUSTOMER ORDER NO.	SKIDS OR LIFTS	COILS OR ~~BDLS.~~	HEAT NUMBER	SIZE	NET WEIGHT	~~TARE WEIGHT~~
	7612		2			17B660	11 V HR
						1KR015	V SR
						(35710)	
			2			1KR601	V HR
						1K2021	V SR
						(25670)	
					1/4 - 175,100		

GONDOLA | BOX | PAGE NO. | SHIPPER | DEPT.

CLAIMS FOR SHORTAGE OR DAMAGE MUST BE MADE WITHIN FIFTEEN (15) DAYS AND WILL NOT BE ALLOWED UNLESS CUSTOMER

VESSEL:

PORT: ANTWERP

CARRIER OR CAR NO.: EL-15932

SEALS:

CAUSE OF DAMAGE:

DATE: 4-27-70

PIER: Dock 30

CHECKER: WJ McDuncan

MARKS	QUANTITY	TYPE OF CONTAINER	COMMODITY	UNIT WEIGHT	TOTAL WEIGHT	MEASUREMENTS LENGTH	MEASUREMENTS WIDTH	MEASUREMENTS HEIGHT	EXCEPTIONS WRAPPINGS
1-WHITE	1	28	COILS COLD ROLLED	17.340		39.434	x.0	3937	SLIGHT RUST
	1	10	STEEL	18.030			"		HEAVY "
	1	21		17.590			"		SLIGHT "
	1	8		18.340			"		SLIGHT "
	1	19		16.830			"		HEAVY "
	1	6		18.090			"		SLIGHT "
	1	11		17.860			"		HEAVY "
	1	15		18.050			"		SLIGHT "
	1	18		18.260			"		HEAVY "
	1	31		18.410			"		SLIGHT "
	10	COILS							

GREAT LAKES INTERNATIONAL CORP

RECOMMENDED FOR USE IN U. S. GREAT LAKES PORTS

D/R No. 662a

(SPACES IMMEDIATELY BELOW ARE FOR SHIPPERS MEMORANDA—NOT PART OF DOCK RECEIPT)

FORWARDING AGENT — REFERENCES

EXPORT DEC. No.

DELIVERING CARRIER TO STEAMER:

CAR NUMBER — REFERENCE EL-15979

DOCK RECEIPT

NON-NEGOTIABLE

PERMIT DATE

SHIP | FLAG | PIER | PORT OF LOADING

PORT OF DISCHARGE FROM SHIP

SHIPPER

PARTICULARS FURNISHED BY SHIPPER OF GOODS

MARKS AND NUMBERS	NO. OF PKGS.	DESCRIPTION OF PACKAGES AND GOODS	MEASUREMENT IN CU. FT.	GROSS WEIGHT IN POUNDS
3908 2-WHITE	5	COILS: COLD ROLLED STEEL	—	113980
3914 1-WHITE	1	" " " "	—	22090
3915 1-WHITE	2	" " " "	—	44430
DIMENSIONS AND WEIGHTS OF PACKAGES TO BE SHOWN ON REVERSE SIDE				180500

DELIVERED BY:

TRUCK)
LIGHTER)

ARRIVED— DATE..... TIME.....

UNLOADED— DATE..... TIME.....

CHECKED BY

PLACED IN SHIP / ON DOCK LOCATION DX 13-P

RECEIVED THE ABOVE DESCRIBED GOODS OR PACKAGES SUBJECT TO ALL THE TERMS OF THE UNDERSIGNED'S REGULAR FORM OF DOCK RECEIPT AND BILL OF LADING WHICH SHALL CONSTITUTE THE CONTRACT UNDER WHICH THE GOODS ARE RECEIVED. COPIES OF WHICH ARE AVAILABLE FROM THE CARRIER ON REQUEST AND MAY BE INSPECTED AT ANY OF ITS OFFICES.

FOR THE MASTER

BY

RECEIVING CLERK

DATE 4-27-70

SHARON STEEL CORP.
S-356 REV.

RAIL SHIPPING RECORD

PACKING LIST 663a

Shipped To:

Address

Date 4/12/76

Car No. & Initial SL-15729 Wt. Skids ☐ Boxes ☐ Wt. Blocking

Routing

MILL ORDER NO.	CUSTOMER ORDER NO.	SKIDS OR LIFTS	COILS OR BDLS.	HEAT NUMBER	SIZE	NET WEIGHT	TARE WEIGHT
D76-31-3115	71-12		1	52721	37.42 X 0.231	22100	22 V HR
					AIII-100 2 X L.C.	22340	18 V SR
			1			44440	
D76-2E214	40 40	60	1	72180	40.42 X 0.23	22000	27 V HR
40 X L	40	60			AIII-100 2 X L.C.		
			1			44520	

GONDOLA | BOX | PAGE NO. | SHIPPER | DEPT.

CLAIMS FOR SHORTAGE OR DAMAGE MUST BE MADE WITHIN FIFTEEN (15) DAYS AND WILL NOT BE ALLOWED UNLESS CUSTOMER HAS HAD CARRIER'S AGENT CERTIFY CONDITION OF CONSIGNMENT ON B/L.

HR = HEAVY RUST

SHARON STEEL CORP.
S-356 REV.

RAIL SHIPPING RECORD

PACKING LIST

Shipped To:

Address

Date 4/12/76

Car No. & Initial SL-15729 Wt. Skids ☐ Boxes ☐ Wt. Blocking

Routing

MILL ORDER NO.	CUSTOMER ORDER NO.	SKIDS OR LIFTS	COILS OR BDLS.	HEAT NUMBER	SIZE	NET WEIGHT	TARE WEIGHT
D76-31-3113	71-12		2	[illegible]	37.42 X 0.231	22070	10 V HR
					AIII-100 2 X L.C.	22050	14 V HR
		50	10			44520	
		50	2	72174	[illegible]	22460	2 V HR
						22220	7 V HR
					4 22.70	44680	
			1	72175		22160	15 V HR
					T.W. →	44280	

GONDOLA | BOX | PAGE NO. | SHIPPER | DEPT.

CLAIMS FOR SHORTAGE OR DAMAGE MUST BE MADE WITHIN FIFTEEN (15) DAYS AND WILL NOT BE ALLOWED UNLESS CUSTOMER HAS HAD CARRIER'S AGENT CERTIFY CONDITION OF CONSIGNMENT ON B/L.

6604

PONT: ANTWERP
CARRIER OR CAR NO.: E·L·15929
SEALS:

DATE: 4·27·70
PIER: Dock 30
CHECKER: GW DS Duncan

MARKS	QUANTITY	TYPE OF CONTAINER	COMMODITY	UNIT WEIGHT	TOTAL WEIGHT	MEASUREMENTS LENGTH	MEASUREMENTS WIDTH	MEASUREMENTS HEIGHT	EXCEPTIONS
2·WHITE	1	10	COILS COLD ROLLED	22.770		39.434	X .03149		WRAPPINGS HEAVY RUST
	1	14	STEEL	22.750			"		"
	1	2		22.880			"		"
	1	9		22.770			"		"
	1	15		22.810	113.980		"		"
							"		
							"		
1·WHITE	1	23	"	22.190		39.434	X .03937		HEAVY RUST
	1	28	"	22.240			"		SLIGHT RUST
	1	37	"	22.090	66.520		"		HEAVY RUST

GREAT LAKES INTERNATIONAL CORP.

180,500

RECOMMENDED FOR USE IN U. S. GREAT LAKES PORTS

D/R No. 665a

(SPACES IMMEDIATELY BELOW ARE FOR SHIPPERS MEMORANDA—NOT PART OF DOCK RECEIPT)

FORWARDING AGENT — REFERENCES

EXPORT DEC. No.

DELIVERING CARRIER TO STEAMER:

CAR NUMBER — REFERENCE

EL-9043

DOCK RECEIPT

NON-NEGOTIABLE

PERMIT DATE

SHIP | FLAG | PIER | PORT OF LOADING

PORT OF DISCHARGE FROM SHIP

SHIPPER

PARTICULARS FURNISHED BY SHIPPER OF GOODS

MARKS AND NUMBERS	NO. OF PKGS.	DESCRIPTION OF PACKAGES AND GOODS	MEASUREMENT IN CU. FT.	GROSS WEIGHT IN POUNDS
3915 1-WHITE	8	COILS: COLD ROLLED STEEL	—	17√330

DIMENSIONS AND WEIGHTS OF PACKAGES TO BE SHOWN ON REVERSE SIDE

DELIVERED BY:

TRUCK)
LIGHTER)

ARRIVED— DATE TIME

UNLOADED— DATE TIME

CHECKED BY

PLACED IN SHIP / ON DOCK LOCATION

DX 13-R

RECEIVED THE ABOVE DESCRIBED GOODS OR PACKAGES SUBJECT TO ALL THE TERMS OF THE UNDERSIGNED'S REGULAR FORM OF DOCK RECEIPT AND BILL OF LADING WHICH SHALL CONSTITUTE THE CONTRACT UNDER WHICH THE GOODS ARE RECEIVED. COPIES OF WHICH ARE AVAILABLE FROM THE CARRIER ON REQUEST AND MAY BE INSPECTED AT ANY OF ITS OFFICES.

FOR THE MASTER

BY

RECEIVING CLERK

DATE

SHARON STEEL CORP.
S-356 REV.

~~RAIL~~ SHIPPING RECORD

PACKING LIST

666a

Shipped To: [illegible]

Date 4/13/70

Address [illegible]

Car No. & Initial [illegible] 1643 Wt. Skids ☐ Boxes ☐ Wt. Blocking

Routing

MILL ORDER NO.	CUSTOMER ORDER NO.	SKIDS OR LIFTS	COILS ~~OR BDLS.~~	HEAT NUMBER	SIZE	NET WEIGHT	TARE WEIGHT	
5276-31-2115	7612		3	517544	37.4-41 X [illegible]	[illegible]		
					11111-1002 X 1.6	[illegible]		
[illegible]					[illegible]	[illegible]		
						[illegible]		
						[illegible]		

6-6-7a

VESSEL:

PORT: ANTWERP

CARRIER OR CAR NO.: EL 9043

SEALS:

CAUSE OF DAMAGE:

DATE: 4-27-70

PIER: Dock 30

CHECKER: W & Duncan

MARKS	QUANTITY	TYPE OF CONTAINER	COMMODITY	UNIT WEIGHT	TOTAL WEIGHT	MEASUREMENTS LENGTH	MEASUREMENTS WIDTH	MEASUREMENTS HEIGHT	EXCEPTIONS
1-WHITE	1	1	COILS COLD BONED	22.080		39.4	.0	39.37	
	1	3	STEEL	22.080			"		
	1	4		21.900			"		
	1	6		21.640			"		
	1	10		21.230			"		
	1	14		22.150			"		
	1	15		22.130			"		
	1	16		22.120			"		
	8	COILS	"						

GREAT LAKES INTERNATIONAL CORP.

175,730

RECOMMENDED FOR USE IN U. S. GREAT LAKES PORTS

D/R No. 668

(SPACES IMMEDIATELY BELOW ARE FOR SHIPPERS MEMORANDA—NOT PART OF DOCK RECEIPT)

FORWARDING AGENT — REFERENCES

EXPORT DEC. No

DELIVERING CARRIER TO STEAMER:

CAR NUMBER — REFERENCE

CTO-306307

DOCK RECEIPT

NON-NEGOTIABLE

PERMIT DATE

SHIP

FLAG

PIER

PORT OF LOADING

PORT OF DISCHARGE FROM SHIP

SHIPPER

PARTICULARS FURNISHED BY SHIPPER OF GOODS

MARKS AND NUMBERS	NO. OF PKGS.	DESCRIPTION OF PACKAGES AND GOODS	MEASUREMENT IN CU. FT.	GROSS WEIGHT IN POUNDS
3915 1 - WHITE	11	COILS: COLD ROLLED STEEL	-	195,32[illegible]

DIMENSIONS AND WEIGHTS OF PACKAGES TO BE SHOWN ON REVERSE SIDE

DELIVERED BY:

TRUCK)
LIGHTER)

ARRIVED— DATE TIME

UNLOADED— DATE TIME

CHECKED BY

PLACED IN SHIP / ON DOCK LOCATION

DX 13-5

RECEIVED THE ABOVE DESCRIBED GOODS OR PACKAGES SUBJECT TO ALL THE TERMS OF THE UNDERSIGNED'S REGULAR FORM OF DOCK RECEIPT AND BILL OF LADING WHICH SHALL CONSTITUTE THE CONTRACT UNDER WHICH THE GOODS ARE RECEIVED. COPIES OF WHICH ARE AVAILABLE FROM THE CARRIER ON REQUEST AND MAY BE INSPECTED AT ANY OF ITS OFFICES.

FOR THE MASTER

BY

RECEIVING CLERK

DATE 4-27-70

SHARON STEEL CORP.
S-356 REV.

RAIL SHIPPING RECORD

SHT #1

PACKING LIST

669a

Shipped To:

Address

Date 4/12/76

Car No. & Initial LO 30632 Wt. Skids ☐ Boxes ☐ Wt. Blocking

Routing

MILL ORDER NO.	CUSTOMER ORDER NO.	SKIDS OR LIFTS	COILS OR BDLS.	HEAT NUMBER	SIZE	NET WEIGHT	TARE WEIGHT	
221-3H3/4	7612		1	40141	3/4 x 24 x .092	18,232	32	V OK
			2	40141	11111-166 x 4.0	18,256	20	V OK
						18,276	20	V -
						(54,520)		-
			2	40447		18,516	32	V OK
						18,616	32	V OK
						(55,708)		

GONDOLA | BOX | PAGE NO. 1128 | SHIPPER | DEPT.

CLAIMS FOR SHORTAGE OR DAMAGE MUST BE MADE WITHIN FIFTEEN (15) DAYS AND WILL NOT BE ALLOWED UNLESS CUSTOMER HAS HAD CARRIER'S AGENT CERTIFY CONDITION OF CONSIGNMENT ON B/L.

SHARON STEEL CORP.
S-356 REV.

RAIL SHIPPING RECORD

SHT #2

PACKING LIST

Shipped To:

Address

Date 4/12/76

Car No. & Initial LO 30632 Wt. Skids ☐ Boxes ☐ Wt. Blocking

Routing

MILL ORDER NO.	CUSTOMER ORDER NO.	SKIDS OR LIFTS	COILS OR BDLS.	HEAT NUMBER	SIZE	NET WEIGHT	TARE WEIGHT	
221-3H3/4	7612		5	40447	3/4 x 24 x .092	18,224	32	V OK
					11111-166 x 4.0	18,192	16	V OK
						18,224	16	V OK
		20				18,224	32	V
						18,224	32	V OK
						(91,088)		
			1	40442		18,256	32	V OK
						(109,344)		

GONDOLA | BOX | PAGE NO. 1129 | SHIPPER | DEPT.

CLAIMS FOR SHORTAGE OR DAMAGE MUST BE MADE WITHIN FIFTEEN (15) DAYS AND WILL NOT BE ALLOWED UNLESS CUSTOMER HAS HAD CARRIER'S AGENT CERTIFY CONDITION OF CONSIGNMENT ON B/L.

PORT: ANTWERP
CARRIER OR CAR NO.: C+O 306302
SEALS:

4-21-10
PIER: Dock 30
CHECKER: W 86 Duncan

MARKS	QUANTITY	TYPE OF CONTAINER	COMMODITY	UNIT WEIGHT	TOTAL WEIGHT	MEASUREMENTS LENGTH	MEASUREMENTS WIDTH	MEASUREMENTS HEIGHT	EXCEPTIONS
1 WHITE	1	12	COLD ROLLED STEEL	18.430		39.43	34"	.0393	
	1	16	COILS	17.690			"		
	1	26	"	17.280			"		
	1	29	"	16.920			"		
	1	24	"	18.530			"		
	1	27	"	16.890			"		
	1	32	"	18.360			"		
	1	20	"	18.220			"		
	1	30	"	17.830			"		
	1	22	"	17.510			"		
	1	23	"	17.660			"		
	11	COILS							
GREAT LAKES INTERNATIONAL CORP.				195,:					

RECOMMENDED FOR USE IN U. S. GREAT LAKES PORTS

D/R No. 671a

(SPACES IMMEDIATELY BELOW ARE FOR SHIPPERS MEMORANDA—NOT PART OF DOCK RECEIPT)

FORWARDING AGENT — REFERENCES

EXPORT DEC. No.

DELIVERING CARRIER TO STEAMER

CAR NUMBER — REFERENCE EL-9021

PERMIT DATE

DOCK RECEIPT

NON-NEGOTIABLE

SHIP

FLAG

PIER

PORT OF LOADING

PORT OF DISCHARGE FROM SHIP

SHIPPER

PARTICULARS FURNISHED BY SHIPPER OF GOODS

MARKS AND NUMBERS	NO. OF PKGS.	DESCRIPTION OF PACKAGES AND GOODS	MEASUREMENT IN CU. FT.	GROSS WEIGHT IN POUNDS
3915 1-WHITE	8	COILS: COLD ROLLED STEEL	—	176,270

DIMENSIONS AND WEIGHTS OF PACKAGES TO BE SHOWN ON REVERSE SIDE

DELIVERED BY:

TRUCK
LIGHTER

ARRIVED— DATE TIME

UNLOADED— DATE TIME

CHECKED BY

PLACED IN SHIP ON DOCK LOCATION

DX 13-T

RECEIVED THE ABOVE DESCRIBED GOODS OR PACKAGES SUBJECT TO ALL THE TERMS OF THE UNDERSIGNED'S REGULAR FORM OF DOCK RECEIPT AND BILL OF LADING WHICH SHALL CONSTITUTE THE CONTRACT UNDER WHICH THE GOODS ARE RECEIVED, COPIES OF WHICH ARE AVAILABLE FROM THE CARRIER ON REQUEST AND MAY BE INSPECTED AT ANY OF ITS OFFICES.

FOR THE MASTER

BY

RECEIVING CLERK

DATE 4-27-30

SHARON STEEL CORP.
S-356 REV.

RAIL SHIPPING RECORD

PACKING LIST

672a

Shipped To: Pumpex International
Address Cleveland Ohio
Date 4-14-70
Car No. & Initial FL 9021 Wt. Skids ☐ Boxes ☐ Wt. Blocking
Routing

MILL ORDER NO.	CUSTOMER ORDER NO.	~~SKIDS~~ OR LIFTS	COILS OR BDLS.	HEAT NUMBER	SIZE	NET WEIGHT	TARE WEIGHT
76-21-2915	7612	1	1	529391	39.434 X 03937	22310	31 ✓
Tin pl					MM 1002 X 1.0		
Inlite							
		2	2	512078	WHD	22170	7 ✓
						22026	9 ✓
						44196	
					4-27-70		
Total & Cr			176,270				

GONDOLA | BOX | PAGE NO. | SHIPPER | DEPT.

CLAIMS FOR SHORTAGE OR DAMAGE MUST BE MADE WITHIN FIFTEEN (15) DAYS AND WILL NOT BE ALLOWED UNLESS CUSTOMER HAS HAD CARRIER'S AGENT CERTIFY CONDITION OF CONSIGNMENT ON B/L.

SHARON STEEL CORP.
S-356 REV.

RAIL SHIPPING RECORD

PACKING LIST

Shipped To:
Address
Date 4-14-70
Car No. & Initial Wt. Skids ☐ Boxes ☐ Wt. Blocking
Routing

MILL ORDER NO.	CUSTOMER ORDER NO.	SKIDS OR LIFTS	COILS OR BDLS.	HEAT NUMBER	SIZE	NET WEIGHT	TARE WEIGHT
							✓
							✓
							✓
					WHD		
							✓
							✓
					4-27-70		

GONDOLA | BOX | PAGE NO. | SHIPPER | DEPT.

CLAIMS FOR SHORTAGE OR DAMAGE MUST BE MADE WITHIN FIFTEEN (15) DAYS AND WILL NOT BE ALLOWED UNLESS CUSTOMER HAS HAD CARRIER'S AGENT CERTIFY CONDITION OF CONSIGNMENT ON B/L.

VESSEL:

PORT: ANTWERP

CARRIER OR CAR NO.: EL-9021

SEALS:

CAUSE OF DAMAGE:

DATE: 4-27-70

PIER: Dock 30

CHECKER: W M Dunn

MARKS	QUANTITY	TYPE OF CONTAINER	COMMODITY	UNIT WEIGHT	TOTAL WEIGHT	MEASUREMENTS LENGTH	MEASUREMENTS WIDTH	MEASUREMENTS HEIGHT	EXCEPTIONS
1 WHITE	1	3	COLD ROLLED STEEL	21.790		59.63½	× .03937		ALL COIL
	1	5	COILS	21.560			"		WRAPPINGS
	1	11		22.050			"		SLIGHT
	1	12		22.160			"		SURFACE RUST
	1	30		22.210			"		
	1	31		22.310			"		
	1	7		22.170			"		
	1	9		22.020			"		
	8	COILS							

RECOMMENDED FOR USE IN U. S. GREAT LAKES PORTS

D/R No. 674a

(SPACES IMMEDIATELY BELOW ARE FOR SHIPPERS MEMORANDA—NOT PART OF DOCK

FORWARDING AGENT — REFERENCES

EXPORT DEC. No.

DELIVERING CARRIER TO STEAMER:

CAR NUMBER — REFERENCE

EL-1V910

PERMIT DATE

DOCK RECEIPT

NON-NEGOTIABLE

SHIP

FLAG

PIER

PORT OF LOADING

PORT OF DISCHARGE FROM SHIP

SHIPPER

PARTICULARS FURNISHED BY SHIPPER OF GOODS

MARKS AND NUMBERS	NO. OF PKGS.	DESCRIPTION OF PACKAGES AND GOODS	MEASUREMENT IN CU. FT.	GROSS WEIGHT IN POUNDS
3915 1-WHITE	8	COILS: COLD ROLLED STEEL	—	11,76,412

CLAIMS

DIMENSIONS AND WEIGHTS OF PACKAGES TO BE SHOWN ON REVERSE SIDE

DELIVERED BY:

TRUCK }
LIGHTER }

ARRIVED— DATE ..... TIME .....

UNLOADED— DATE ..... TIME .....

CHECKED BY .....

PLACED IN SHIP LOCATION .....

RECEIVED THE ABOVE DESCRIBED GOODS OR PACKAGES SUBJECT TO ALL THE TERMS OF THE UNDERSIGNED'S REGULAR FORM OF DOCK RECEIPT AND BILL OF LADING WHICH SHALL CONSTITUTE THE CONTRACT UNDER WHICH THE GOODS ARE RECEIVED, COPIES OF WHICH ARE AVAILABLE FROM THE CARRIER ON REQUEST AND MAY BE INSPECTED AT ANY OF ITS OFFICES.

DX 13-4

FOR THE MASTER

BY .....

RECEIVING CLERK

DATE 4-27-70

SHARON STEEL CORP.
S-356 REV.

RAIL SHIPPING RECORD

PACKING LIST

Shipped To:

Address

Date 4/12/70

Car No. & Initial SL-15710 Wt. Skids ☐ Boxes ☐ Wt. Blocking

Routing

MILL ORDER NO.	CUSTOMER ORDER NO.	SKIDS OR LIFTS	COILS OR ~~BDLS.~~	HEAT NUMBER	SIZE	NET WEIGHT	~~TARE~~ WEIGHT
220-4-2015	7612		4	41428	.214-24 X (2037	22112	12
					11111-100-2X40	22260	12
						22360	12
						21920	12
						(87400)	
			2	54311		21850	
						21725	
			4			(174975)	

GONDOLA | BOX | PAGE NO. | SHIPPER | DEPT.

CLAIMS FOR SHORTAGE OR DAMAGE MUST BE MADE WITHIN FIFTEEN (15) DAYS AND WILL NOT BE ALLOWED UNLESS CUSTOMER HAS HAD CARRIER'S AGENT CERTIFY CONDITION OF CONSIGNMENT ON B/L

SHARON STEEL CORP.
S-356 REV.

RAIL SHIPPING RECORD

PACKING LIST

Shipped To:

Address

Date 4/12/70

Car No. & Initial SL-15710 Wt. Skids ☐ Boxes ☐ Wt. Blocking

Routing

MILL ORDER NO.	CUSTOMER ORDER NO.	SKIDS OR LIFTS	COILS OR ~~BDLS.~~	HEAT NUMBER	SIZE	NET WEIGHT	~~TARE~~ WEIGHT
220-4-2015	7612		2	54311	.214-24 X (2037	21870	12
					11111-100-2X40	21470	12
						(43340)	

VESSEL:

PORT: ANTWERP

CARRIER OR CAR NO.: E+L 15910

SEALS:

CAUSE OF DAMAGE:

DATE: 4-27-70

PIER: Dock 30

CHECKER: WJ & Duncan

MARKS	QUANTITY	TYPE OF CONTAINER	COMMODITY	UNIT WEIGHT	TOTAL WEIGHT	MEASUREMENTS LENGTH	MEASUREMENTS WIDTH	MEASUREMENTS HEIGHT	EXCEPTIONS
1 WHITE	1	13	COLD ROLLED STEEL	22.360		59.43	X .03937		ALL COILS
	1	17	COILS	22.260			"		WRAPPING
	1	19		22.360			"		SLIGHT
	1	27		21.920			"		SURFACE RUST
	1	8		21.790			"		
	1	25		21.980			"		
	1	18		21.870			"		
	1	20	21,970	21.970 29.990			"		
	8	COILS							

GREAT LAKES INTERNATIONAL CORP.

RECOMMENDED FOR USE IN U. S. GREAT LAKES PORTS

D/R No. 677a

(SPACES IMMEDIATELY BELOW ARE FOR SHIPPERS MEMORANDA—NOT PART OF DOCK RECEIPT)

EXPORT DEC. No.

FORWARDING AGENT — REFERENCES

DELIVERING CARRIER TO STEAMER

CAR NUMBER — REFERENCE EL-17972

PERMIT DATE

DOCK RECEIPT

NON-NEGOTIABLE

SHIP | FLAG | PIER | PORT OF LOADING

PORT OF DISCHARGE FROM SHIP

SHIPPER [redacted]

PARTICULARS FURNISHED BY SHIPPER OF GOODS

MARKS AND NUMBERS	NO. OF PKGS.	DESCRIPTION OF PACKAGES AND GOODS	MEASUREMENT IN CU. FT.	GROSS WEIGHT IN POUNDS
3910 3-WHITE	6	COILS: COLD RULED STEEL	—	113,540

DIMENSIONS AND WEIGHTS OF PACKAGES TO BE SHOWN ON REVERSE SIDE

DELIVERED BY:

TRUCK }
LIGHTER }

ARRIVED— DATE TIME

UNLOADED— DATE TIME

CHECKED BY

PLACED IN SHIP / ON DOCK LOCATION

DX 13-AA

RECEIVED THE ABOVE DESCRIBED GOODS OR PACKAGES SUBJECT TO ALL THE TERMS OF THE UNDERSIGNED'S REGULAR FORM OF DOCK RECEIPT AND BILL OF LADING WHICH SHALL CONSTITUTE THE CONTRACT UNDER WHICH THE GOODS ARE RECEIVED. COPIES OF WHICH ARE AVAILABLE FROM THE CARRIER ON REQUEST AND MAY BE INSPECTED AT ANY OF ITS OFFICES.

FOR THE MASTER

BY

RECEIVING CLERK

DATE 4-27-70

6 78

SHARON STEEL CORP.
S-356 REV.

RAIL SHIPPING RECORD

PACKING LIST

Shipped To: NUMDEX INTERNATIONAL

Address C/O GREAT LAKES TERMINAL Date 4-14-70

Car No. & Initial CLEVELAND, OHIO Wt. Skids ☐ Boxes ☐ Wt. Blocking

Routing

EL-15977

MILL ORDER NO.	CUSTOMER ORDER NO.	SKIDS OR LIFTS	COILS OR BDLS.	HEAT NUMBER	SIZE	NET WEIGHT	TARE WEIGHT	
5376-31-3910	7612		1	40465	36.079 x 070	18650		✓
BATTLE BELGIUM			1	42407	MM96 x 0.5	18940	7	✓
3-WHITE			1	43347		18840	9	✓
			2	43437	W H D	19000	20	✓
			1			18960	27	✓
			1	45531	L-27-70	19450	11	✓
			6	COILS =		113540		

GONDOLA	BOX	PAGE NO.	SHIPPER	DEPT.
X		402X	Wire Strip	60" C.R. #1

CLAIMS FOR SHORTAGE OR DAMAGE MUST BE MADE WITHIN FIFTEEN (15) DAYS AND WILL NOT BE ALLOWED UNLESS CUSTOMER HAS HAD CARRIER'S AGENT CERTIFY CONDITION OF CONSIGNMENT ON B/L.

VESSEL:

PORT: ANTWERP

CARRIER OR CAR NO.: EL. 16972

SEALS:

6790

CAUSE OF DAMAGE:

DATE: 4-27-70

PIER: DOCK 30

CHECKER: GW 96 Duncan

MARKS	QUANTITY	TYPE OF CONTAINER	COMMODITY	UNIT WEIGHT	TOTAL WEIGHT	MEASUREMENTS LENGTH	MEASUREMENTS WIDTH	MEASUREMENTS HEIGHT	EXCEPTIONS
3. WHITE	1	6	COILS COLD ROLLED	18.650		24.079	X .020		FULL COILS
	1	7	STEEL	18.940			"		SURFACE RUST
	1	9	"	18.340			"		ON
	1	20	"	19.000			"		WRAPPINGS
	1	27	"	19.160			"		
	1	11	"	19.450			"		
	6	COILS							

RECOMMENDED FOR USE IN U. S. GREAT LAKES PORTS

D/R No. 680a

(SPACES IMMEDIATELY BELOW ARE FOR SHIPPERS MEMORANDA—NOT PART OF DOCK RECEIPT)

EXPORT DEC. No.

FORWARDING AGENT — REFERENCES

DELIVERING CARRIER TO STEAMER

CAR NUMBER — REFERENCE

EL-1179V

DOCK RECEIPT

NON-NEGOTIABLE

PERMIT DATE

SHIP | FLAG | PIER | PORT OF LOADING

PORT OF DISCHARGE FROM SHIP

SHIPPER

PARTICULARS FURNISHED BY SHIPPER OF GOODS

MARKS AND NUMBERS	NO. OF PKGS.	DESCRIPTION OF PACKAGES AND GOODS	MEASUREMENT IN CU. FT.	GROSS WEIGH IN POUNDS
1 - WHITE 3915	5	COILS: COLD ROLLED STEEL	-	109,880
3 - WHITE 3910	1	" " " "	-	18,940
		CLOSE		
DIMENSIONS AND WEIGHTS OF PACKAGES TO BE SHOWN ON REVERSE SIDE				128,820

DELIVERED BY:

TRUCK }
LIGHTER }

ARRIVED— DATE ..... TIME .....

UNLOADED— DATE ..... TIME .....

CHECKED BY .....

PLACED IN SHIP / ON DOCK LOCATION .....

DX 13-Q

RECEIVED THE ABOVE DESCRIBED GOODS OR PACKAGES SUBJECT TO ALL THE TERMS OF THE UNDERSIGNED'S REGULAR FORM OF DOCK RECEIPT AND BILL OF LADING WHICH SHALL CONSTITUTE THE CONTRACT UNDER WHICH THE GOODS ARE RECEIVED. COPIES OF WHICH ARE AVAILABLE FROM THE CARRIER ON REQUEST AND MAY BE INSPECTED AT ANY OF ITS OFFICES.

FOR THE MASTER

BY .....

RECEIVING CLERK

DATE 4-28-70

681a

SHARON STEEL CORP.
S-356 REV.

RAIL SHIPPING RECORD

PACKING LIST

Shipped To: NIMPEX INTERNATIONAL

Address C/O GREAT LAKES TERMINAL Date 4-14-70

Car No. & Initial CLEVELAND OHIO Wt. Skids ☐ Boxes ☐ Wt. Blocking

Routing EL 17995

MILL ORDER NO.	CUSTOMER ORDER NO.	SKIDS OR LIFTS	COILS OR BDLS.	HEAT NUMBER	SIZE	NET WEIGHT	TARE WEIGHT	
5216-21-2915	76B			5[illegible]91	29.474X.3937	21930	21	✓ HR
Centre Belgium					MM10C3X1.0	22110	22	✓ HR
White						24630	24	✓ SR
	0					26130	26	✓ SR
EL 17995					4-28-70 NMP	29140	29	✓ SR
						109980		
5216-21-2910	76B			40467	36.079X.026			
Centre Belgium					MM 914X0.5	17940	5	✓ SR
White								

GONDOLA	BOX	PAGE NO.	SHIPPER	DEPT.
X		402	[illegible]	60" C Rail

CLAIMS FOR SHORTAGE OR DAMAGE MUST BE MADE WITHIN FIFTEEN (15) DAYS AND WILL NOT BE ALLOWED UNLESS CUSTOMER HAS HAD CARRIER'S AGENT CERTIFY CONDITION OF CONSIGNMENT ON B/L

8825

PORT: ANTWERP
CARRIER OR CAR NO.: EL·1599S
SEALS:

4·28·70
PIER: Dock 30
CHECKER: W H Duncan

MARKS	QUANTITY	TYPE OF CONTAINER	COMMODITY	UNIT WEIGHT	TOTAL WEIGHT	MEASUREMENTS LENGTH	MEASUREMENTS WIDTH	MEASUREMENTS HEIGHT	EXCEPTIONS WRAPPINGS
1·WHITE	1	21	COILS COLD ROLLED	21920		39.436	x.03937		HEAVY RUST
	1	22	STEEL	22.110					HEAVY "
	1	24		21.620					SLIGHT "
	1	26		22.120					SLIGHT "
	1	29		22.110					SLIGHT "
									WRAPPER
3. WHITE	1	5	"	18.940		36.079	x.020		SLIGHT RUST
	6	COILS							
GREAT LAKES INTERNATIONAL CORP.				128,220					

RECOMMENDED FOR USE IN U. S. GREAT LAKES PORTS

(SPACES IMMEDIATELY BELOW ARE FOR SHIPPERS MEMORANDA—NOT PART OF DOCK RECEIPT)

D/R No. 683a

FORWARDING AGENT — REFERENCES

EXPORT DEC. No.

DELIVERING CARRIER TO STEAMER:

CAR NUMBER — REFERENCE FL-15946

PERMIT DATE

DOCK RECEIPT

NON-NEGOTIABLE

SHIP

FLAG

PIER

PORT OF LOADING

PORT OF DISCHARGE FROM SHIP

SHIPPER

PARTICULARS FURNISHED BY SHIPPER OF GOODS

MARKS AND NUMBERS	NO. OF PKGS.	DESCRIPTION OF PACKAGES AND GOODS	MEASUREMENT IN CU. FT.	GROSS WEIGHT IN POUNDS
3909 2 - WHITE	10	COILS: COLD ROLLED STEEL	-	181,030

DIMENSIONS AND WEIGHTS OF PACKAGES TO BE SHOWN ON REVERSE SIDE

DELIVERED BY:

TRUCK }
LIGHTER } .....

ARRIVED— DATE..... TIME.....

UNLOADED— DATE..... TIME.....

CHECKED BY.....

PLACED IN SHIP / ON DOCK LOCATION.....

DX 13-Z

RECEIVED THE ABOVE DESCRIBED GOODS OR PACKAGES SUBJECT TO ALL THE TERMS OF THE UNDERSIGNED'S REGULAR FORM OF DOCK RECEIPT AND BILL OF LADING WHICH SHALL CONSTITUTE THE CONTRACT UNDER WHICH THE GOODS ARE RECEIVED, COPIES OF WHICH ARE AVAILABLE FROM THE CARRIER ON REQUEST AND MAY BE INSPECTED AT ANY OF ITS OFFICES.

FOR THE MASTER

BY.....

RECEIVING CLERK

DATE V-6-70

684a

SHARON STEEL CORP.
S-356 REV.

RAIL SHIPPING RECORD

PACKING LIST

Shipped To: NIPPEX INTERNATIONAL
C/O HOLT STORAGE & [illegible]

Address

Date 4-9-70

Car No. & Initial FL-15932 PIER 7 Wt. Skids ☐ Boxes ☐ Wt. Blocking

Routing CAMDEN, NEW JERSEY

MILL ORDER NO.	CUSTOMER ORDER NO.	~~SKIDS~~ OR LIFTS	COILS OR ~~BDLS.~~	HEAT NUMBER	SIZE	NET WEIGHT	TARE WEIGHT
376-21-3909	7612	2	2	409503	39.434X0.0149	18290	14
Ton p Belgium					MM1002X68	18920	17
						37210	
2-White		1	1	401423	NT	17800	21 ✓
		1	1	401412		18120	12
		1	1	408130	NT	19070	19
AVG							

GONDOLA | BOX | PAGE NO. | SHIPPER DK | DEPT. C&CR

CLAIMS FOR SHORTAGE OR DAMAGE MUST BE MADE WITHIN FIFTEEN (15) DAYS AND WILL NOT BE ALLOWED UNLESS CUSTOMER HAS HAD CARRIER'S AGENT CERTIFY CONDITION OF CONSIGNMENT ON B/L.

SHARON STEEL CORP.
S-356 REV.

RAIL SHIPPING RECORD

PACKING LIST

Shipped To: NIPPEX INTERNATIONAL
C/O HOLT STORAGE & [illegible]

Address

Date 4-9-70

Car No. & Initial FL 15932 PIER 7 Wt. Skids ☐ Boxes ☐ Wt. Blocking

Routing CAMDEN, NEW JERSEY

MILL ORDER NO.	CUSTOMER ORDER NO.	~~SKIDS~~ OR LIFTS	COILS OR ~~BDLS.~~	HEAT NUMBER	SIZE	NET WEIGHT	TARE WEIGHT
376-21-3909	7612	2	2	409503	39.434X0.0149	18150	6
Ton p Belgium					MM1002X68	18840	15
						18720	13 ✓
White		1		401423		17850	12
		1		401412		17200	20
					T X - 1116 0		
AVG							

GONDOLA | BOX | PAGE NO. | SHIPPER DK | DEPT. C&CR

CLAIMS FOR SHORTAGE OR DAMAGE MUST BE MADE WITHIN FIFTEEN (15) DAYS AND WILL NOT BE ALLOWED UNLESS CUSTOMER

Nimpex - Cold Rolled Coils

VESSEL:

PORT: Antwerp

CARRIER OR CAR NO.: EL-15996

SEALS:

CAUSE OF DAMAGE:

WAREHOUSE DOCK 30

DATE: 4-21-70

PIER: 30

CHECKER: DUNCAN

MARKS	QUANTITY	TYPE OF CONTAINER	COMMODITY	UNIT WEIGHT	TOTAL WEIGHT	MEASUREMENTS LENGTH	MEASUREMENTS WIDTH	MEASUREMENTS HEIGHT	EXCEPTIONS
	1	14		18,290		39.434 x	0349		COIL WRAPPING
ANTWERP	1	17	COLD ROLLED	18,920		"	"	"	RUSTY
BELGIUM	1	21	STEEL	17,800		"	"		LOST CHAFFER
	1	12		18,120		"		"	CONTENTS UNKNOWN
2 WHITE	1	19		18,070		"	"	"	
	1	6		16,750		"	"	"	
	1	15		18,840		"	"	"	
	1	18		18,670		"	"	"	
	1	13		17,850		"	"	"	
	1	20		17,720		"	"	"	
	10								

RECOMMENDED FOR USE IN U. S. GREAT LAKES PORTS

D/R No. 686a

(SPACES IMMEDIATELY BELOW ARE FOR SHIPPERS MEMORANDA—NOT PART OF DOCK RECEIPT)

EXPORT DEC. No.

FORWARDING AGENT — REFERENCES

DELIVERING CARRIER TO STEAMER:

CAR NUMBER — REFERENCE

PIR - 387050

PERMIT DATE

DOCK RECEIPT

NON-NEGOTIABLE

SHIP

FLAG

PIER

PORT OF LOADING

PORT OF DISCHARGE FROM SHIP

SHIPPER

PARTICULARS FURNISHED BY SHIPPER OF GOODS

MARKS AND NUMBERS	NO. OF PKGS.	DESCRIPTION OF PACKAGES AND GOODS	MEASUREMENT IN CU. FT.	GROSS WEIGHT IN POUNDS
3911 3 - WHITE	8	COILS: COLD ROLLED STEEL SURFACE RUST PAPER COVERING TORN UNCOVERED ONE	—	15409

DIMENSIONS AND WEIGHTS OF PACKAGES TO BE SHOWN ON REVERSE SIDE

DELIVERED BY:

TRUCK }
LIGHTER }

ARRIVED— DATE TIME

UNLOADED— DATE TIME

CHECKED BY

DX 13-BB

RECEIVED THE ABOVE DESCRIBED GOODS OR PACKAGES SUBJECT TO ALL THE TERMS OF THE UNDERSIGNED'S REGULAR FORM OF DOCK RECEIPT AND BILL OF LADING WHICH SHALL CONSTITUTE THE CONTRACT UNDER WHICH THE GOODS ARE RECEIVED. COPIES OF WHICH ARE AVAILABLE FROM THE CARRIER ON REQUEST AND MAY BE INSPECTED AT ANY OF ITS OFFICES.

FOR THE MASTER

BY

RECEIVING CLERK

5-7-71

687a

SHARON STEEL CORP.
S-356 REV.

RAIL SHIPPING RECORD

PACKING LIST

Shipped To: -

Date 12/12

Address

Car No. & Initial

Wt. Skids ☐ Boxes ☐ Wt. Blocking

Routing -

MILL ORDER NO.	CUSTOMER ORDER NO.	SKIDS OR LIFTS	COILS OR BDLS.	HEAT NUMBER	SIZE	NET WEIGHT	TARE WEIGHT	
						19470	1	USR
						18900	6	✓ HR
						19356	12	✓ SR
3 WHITE						10470	18	✓ HR
						10580	9	✓ SR
						19430	11	✓ SR
					5/7/90	19220	20	✓ SR
						18910	15	✓ SR

GONDOLA | BOX | PAGE NO. | SHIPPER | DEPT.

CLAIMS FOR SHORTAGE OR DAMAGE MUST BE MADE WITHIN FIFTEEN (15) DAYS AND WILL NOT BE ALLOWED UNLESS CUSTOMER HAS HAD CARRIER'S AGENT CERTIFY CONDITION OF CONSIGNMENT ON B/L.

PORT: ANTWERP

CARRIER OR CAR NO.: PRR 387050

SEALS:

3/11/10

PIER: 30

CHECKER: WJ 96 Duncan

MARKS	QUANTITY	TYPE OF CONTAINER	COMMODITY	UNIT WEIGHT	TOTAL WEIGHT	MEASUREMENTS LENGTH	MEASUREMENTS WIDTH	MEASUREMENTS HEIGHT	EXCEPTIONS
3 WHITE	1	1	COILS COLD ROLLED	19.470		36 07	x	020	SSR: SLIGHT SURFACE RUST
	1	6	STEEL	18.800		MM 96	X	0.5	HSR = HEAVY SURFACE RUST
	1	12		19.350			"		SSR
	1	18		19.470			"		HSR
	1	9		19.580			"		SSR
	1	11		19.430			"		SSR
	1	20		19.080			"		SSR
	1	15		18.910			"		SSR
	(8)								
				152409					

GREAT LAKES INTERNATIONAL CORP.

RECOMMENDED FOR USE IN U. S. GREAT LAKES PORTS

D/K No. 689a

(SPACES IMMEDIATELY BELOW ARE FOR SHIPPERS MEMORANDA—NOT PART OF DOCK RECEIPT)

FORWARDING AGENT — REFERENCES

EXPORT DEC. No.

DELIVERING CARRIER TO STEAMER:

CAR NUMBER — REFERENCE PRR - 387151

DOCK RECEIPT

NON-NEGOTIABLE

PERMIT DATE

SHIP	FLAG	PIER	PORT OF LOADING
PORT OF DISCHARGE FROM SHIP			

SHIPPER

PARTICULARS FURNISHED BY SHIPPER OF GOODS

MARKS AND NUMBERS	NO. OF PKGS.	DESCRIPTION OF PACKAGES AND GOODS	MEASUREMENT IN CU. FT.	GROSS WEIGHT IN POUNDS
3911 3 - WHITE	8	COILS: COLD ROLLED STEEL S/R P/C/T OTC		153,370

DIMENSIONS AND WEIGHTS OF PACKAGES TO BE SHOWN ON REVERSE SIDE

DELIVERED BY:

TRUCK }
LIGHTER } .....

ARRIVED— DATE.....TIME.....

UNLOADED— DATE.....TIME.....

CHECKED BY.....

PLACED IN SHIP / ON DOCK LOCATION.....

RECEIVED THE ABOVE DESCRIBED GOODS OR PACKAGES SUBJECT TO ALL THE TERMS OF THE UNDERSIGNED'S REGULAR FORM OF DOCK RECEIPT AND BILL OF LADING WHICH SHALL CONSTITUTE THE CONTRACT UNDER WHICH THE GOODS ARE RECEIVED. COPIES OF WHICH ARE AVAILABLE FROM THE CARRIER ON REQUEST AND MAY BE INSPECTED AT ANY OF ITS OFFICES.

DX 13-CC

FOR THE MASTER

BY.....

RECEIVING CLERK

DATE V- -7-70

690a

NOTE ALL CARS

RECIEVED UNCOVERED

COILS COVERED IN PAPER

MOST TORN

NAD

7/5/70

SHARON STEEL CORP.
S-356 REV.

RAIL SHIPPING RECORD

PACKING LIST

Shipped To:

Address

Date 7.17.70

Car No. & Initial

Wt. Skids ☐ Boxes ☐

Wt. Blocking

Routing

MILL ORDER NO.	CUSTOMER ORDER NO.	SKIDS OR LIFTS	COILS OR BDLS.	HEAT NUMBER	SIZE	NET WEIGHT	TARE WEIGHT	
						18450	24	VSR
	12		2			18880	29	VSR
						18270	38	VHR
						19820	32	VHR
			2			19440	39	VHR
			1			19560	26	VSR
			1			19800	35	VHR
			1			18620	19	VSR
							70	

GONDOLA | BOX | PAGE NO. | SHIPPER | DEPT.

CLAIMS FOR SHORTAGE OR DAMAGE MUST BE MADE WITHIN FIFTEEN (15) DAYS AND WILL NOT BE ALLOWED UNLESS CUSTOMER HAS HAD CARRIER'S AGENT CERTIFY CONDITION OF CONSIGNMENT ON B/L.

VESSEL:

PORT: ANTWERP

CARRIER OR CAR NO.: PRR 387151

SEALS:

CAUSE OF DAMAGE:

DATE: 5/17/70

PIER: 30

CHECKER: W H Duncan

MARKS	QUANTITY	TYPE OF CONTAINER	COMMODITY	UNIT WEIGHT	TOTAL WEIGHT	MEASUREMENTS LENGTH	MEASUREMENTS WIDTH	MEASUREMENTS HEIGHT	EXCEPTIONS & DRAFTINGS SAIGHT
3 WHITE	1	24	COILS COLD ROLLED	18950		36.074	x	020	SURFACE RUST
	1	29	STEEL	18860		MM916	x	0.5	SSR
	1	38		18.270			"		HEAVY SURFACE R
	1	32		19.820			"		H RS
	1	39		19.1440			"		H R S
	1	26		19.560			"		S S R
	1	35		19.830			"		H S R
	1	19		18 620			"		S S R
	8								

RECOMMENDED FOR USE IN U. S. GREAT LAKES PORTS

(SPACES IMMEDIATELY BELOW ARE FOR SHIPPERS MEMORANDA—NOT PART OF DOCK RECEIPT)

D/R No. 692a

EXPORT DEC. No.

FORWARDING AGENT — REFERENCES

DELIVERING CARRIER TO STEAMER:

CAR NUMBER — REFERENCE P-C 600530

PERMIT DATE

DOCK RECEIPT

NON-NEGOTIABLE

SHIP

FLAG

PIER

PORT OF LOADING

PORT OF DISCHARGE FROM SHIP

SHIPPER

PARTICULARS FURNISHED BY SHIPPER OF GOODS

MARKS AND NUMBERS	NO. OF PKGS.	DESCRIPTION OF PACKAGES AND GOODS	MEASUREMENT IN CU. FT.	GROSS WEIG IN POUNDS
3911 3-WHITE	7	COILS: COLD ROLLED STEEL	—	133,79

DIMENSIONS AND WEIGHTS OF PACKAGES TO BE SHOWN ON REVERSE SIDE

DELIVERED BY:

TRUCK
LIGHTER

ARRIVED— DATE..... TIME.....

UNLOADED— DATE..... TIME.....

CHECKED BY.....

IN SHIP LOCATION.....

DX 13-DD

RECEIVED THE ABOVE DESCRIBED GOODS OR PACKAGES SUBJECT TO ALL THE TERMS OF THE UNDERSIGNED'S REGULAR FORM OF DOCK RECEIPT AND BILL OF LADING WHICH SHALL CONSTITUTE THE CONTRACT UNDER WHICH THE GOODS ARE RECEIVED. COPIES OF WHICH ARE AVAILABLE FROM THE CARRIER ON REQUEST AND MAY BE INSPECTED AT ANY OF ITS OFFICES.

FOR THE MASTER

BY.....

RECEIVING CLERK

DATE V-7-70

693a

SHARON STEEL CORP.
S-356 REV.

RAIL SHIPPING RECORD

PACKING LIST

Shipped To:

Address

Date 12/70

Car No. & Initial

Wt. Skids ☐ Boxes ☐ Wt. Blocking

Routing PC-600530

MILL ORDER NO.	CUSTOMER ORDER NO.	SKIDS OR LIFTS	COILS OR BDLS.	HEAT NUMBER	SIZE	NET WEIGHT	TARE WEIGHT
						188403	
						186808	
						185360	
						196713	
						187416	
						196805	
			2		5/11/70	191502	

GONDOLA | BOX | PAGE NO. | SHIPPER | DEPT.

CLAIMS FOR SHORTAGE OR DAMAGE MUST BE MADE WITHIN FIFTEEN (15) DAYS AND WILL NOT BE ALLOWED UNLESS CUSTOMER HAS HAD CARRIER'S AGENT CERTIFY CONDITION OF CONSIGNMENT ON B/L.

6940

VESSEL:

PORT: ANTWERP

CARRIER OR CAR NO.: PC [illegible]0530

SEALS:

CAUSE OF DAMAGE:

DATE: 5/7/70

PIER: Dock 30

CHECKER: 95 96 Duncan

MARKS	QUANTITY	TYPE OF CONTAINER	COMMODITY	UNIT WEIGHT	TOTAL WEIGHT	MEASUREMENTS LENGTH	WIDTH	HEIGHT	EXCEPTIONS
3 White	1	3	COLD ROLLED STEEL	18.840		36079	x	020	H SR: WRAPPERS HEAVY SUR RUST
	1	8	COILS	18.680		MM916	x	.05	H SR
	1	10		18.530			"		H SR
	1	13		19.670			"		H SR
	1	16		18.740			"		H SR
	1	5		19.680			"		H SR
	1	21		19.150			"		H SR
	(7)			133790					

RECOMMENDED FOR USE IN U. S. GREAT LAKES PORTS

D/K No. 695a

(SPACES IMMEDIATELY BELOW ARE FOR SHIPPERS MEMORANDA—NOT PART OF DOCK RECEIPT)

FORWARDING AGENT — REFERENCES

EXPORT DEC. No.

DELIVERING CARRIER TO STEAMER

CAR NUMBER — REFERENCE RDG - 34127

PERMIT DATE

DOCK RECEIPT

NON-NEGOTIABLE

SHIP

FLAG

PIER

PORT OF LOADING

PORT OF DISCHARGE FROM SHIP

SHIPPER

PARTICULARS FURNISHED BY SHIPPER OF GOODS

MARKS AND NUMBERS	NO. OF PKGS.	DESCRIPTION OF PACKAGES AND GOODS	MEASUREMENT IN CU. FT.	GROSS WEIGHT IN POUNDS
3912 3-WHITE	8	COILS:		158,750

DIMENSIONS AND WEIGHTS OF PACKAGES TO BE SHOWN ON REVERSE SIDE

DELIVERED BY:

TRUCK }
LIGHTER }

ARRIVED— DATE TIME

UNLOADED— DATE TIME

CHECKED BY

PLACED IN SHIP / ON DOCK LOCATION

DX 13-EE

RECEIVED THE ABOVE DESCRIBED GOODS OR PACKAGES SUBJECT TO ALL THE TERMS OF THE UNDERSIGNED'S REGULAR FORM OF DOCK RECEIPT AND BILL OF LADING WHICH SHALL CONSTITUTE THE CONTRACT UNDER WHICH THE GOODS ARE RECEIVED. COPIES OF WHICH ARE AVAILABLE FROM THE CARRIER ON REQUEST AND MAY BE INSPECTED AT ANY OF ITS OFFICES.

FOR THE MASTER

BY

RECEIVING CLERK

DATE 5-7-70

6960

SHARON STEEL CORP.
S-356 REV.

RAIL SHIPPING RECORD

PACKING LIST

Shipped To: Thompson Co. Great Lakes Terminal

Address Cleveland, Ohio Date 4-27-70

Car No. & Initial RDG 4127 Wt. Skids ☐ Boxes ☐ Wt. Blocking

Routing

MILL ORDER NO.	CUSTOMER ORDER NO.	SKIDS OR LIFTS	COILS OR BDLS.	HEAT NUMBER	SIZE	NET WEIGHT	TARE WEIGHT	
[illegible]	[illegible]		1	[illegible]	[illegible]	[illegible]	0	✓ SR
[illegible]			1	[illegible]	[illegible]	[illegible]	[illegible]	✓ SR
[illegible]			1	"		[illegible]	[illegible]	✓ HR
[illegible]			1	[illegible]		[illegible]	[illegible]	✓ HR
[illegible]			1	[illegible]	5/9/70	[illegible]	[illegible]	✓ SR
[illegible]			1	"		[illegible]	[illegible]	✓ HR
[illegible]			1	"		[illegible]	[illegible]	✓ SR
			1	"		[illegible]	[illegible]	✓ HR
[illegible]			5		Tot.	[illegible]		

GONDOLA	BOX	PAGE NO.	SHIPPER	DEPT.
[illegible]			[illegible]	[illegible]

CLAIMS FOR SHORTAGE OR DAMAGE MUST BE MADE WITHIN FIFTEEN (15) DAYS AND WILL NOT BE ALLOWED UNLESS CUSTOMER HAS HAD CARRIER'S AGENT CERTIFY CONDITION OF CONSIGNMENT ON B/L.

VESSEL:

PORT: ANTWERP

CARRIER OR CAR NO.: BDG 34127

SEALS:

CAUSE OF DAMAGE:

DATE: 5/17/70

PIER: 30

CHECKER: W. H. Duncan

MARKS	QUANTITY	TYPE OF CONTAINER	COMMODITY	UNIT WEIGHT	TOTAL WEIGHT	MEASUREMENTS LENGTH	MEASUREMENTS WIDTH	MEASUREMENTS HEIGHT	EXCEPTIONS
3 WHITE	1	8	COLD ROLLED STEEL	19.450		36.079	x	020	SSR. NO WRAPPING SLIGHT SURFACE RUST
	1	19	COILS	19.310		MM916	x	.05	SSR
	1	30		19.740			"		HSR. HEAVY SURFACE RUST
	1	28		19.450			"		HSR
	1	26		19.710			"		SSR
	1	27		20.380			"		HSR
	1	29		19.880			"		SSR
	1	31		20.330			"		HSR
							"		
	(8)								

RECOMMENDED FOR USE IN U. S. GREAT LAKES PORTS

D/R No. 698a

(SPACES IMMEDIATELY BELOW ARE FOR SHIPPERS MEMORANDA—NOT PART OF DOCK RECEIPT)

FORWARDING AGENT — REFERENCES

EXPORT DEC. No.

DELIVERING CARRIER TO STEAMER:

CAR NUMBER — REFERENCE RDG - 34017

PERMIT DATE

DOCK RECEIPT

NON-NEGOTIABLE

SHIP

FLAG

PIER

PORT OF LOADING

PORT OF DISCHARGE FROM SHIP

SHIPPER

PARTICULARS FURNISHED BY SHIPPER OF GOODS

MARKS AND NUMBERS	NO. OF PKGS.	DESCRIPTION OF PACKAGES AND GOODS	MEASUREMENT IN CU. FT.	GROSS WEIGHT IN POUNDS
3912 3 - WHITE	8	COILS:		15842

DIMENSIONS AND WEIGHTS OF PACKAGES TO BE SHOWN ON REVERSE SIDE

DELIVERED BY:

TRUCK }
LIGHTER }

ARRIVED— DATE TIME

UNLOADED— DATE TIME

CHECKED BY

DX 13-FF

RECEIVED THE ABOVE DESCRIBED GOODS OR PACKAGES SUBJECT TO ALL THE TERMS OF THE UNDERSIGNED'S REGULAR FORM OF DOCK RECEIPT AND BILL OF LADING WHICH SHALL CONSTITUTE THE CONTRACT UNDER WHICH THE GOODS ARE RECEIVED. COPIES OF WHICH ARE AVAILABLE FROM THE CARRIER ON REQUEST AND MAY BE INSPECTED AT ANY OF ITS OFFICES.

FOR THE MASTER

BY

RECEIVING CLERK

5-7-70

699a

SHARON STEEL CORP.
5-356 REV.

RAIL SHIPPING RECORD

PACKING LIST

Shipped To: [illegible] c/o Great Lakes Terminal

Address Cleveland, Ohio

Date 4-21-70

Car No. & Initial DG [illegible]017 Wt. Skids ☐ Boxes ☐ Wt. Blocking

Routing

LIFT BOTTOM

MILL ORDER NO.	CUSTOMER ORDER NO.	SKIDS OR LIFTS	COILS OR BDLS.	HEAT NUMBER	SIZE	NET WEIGHT	TARE WEIGHT	
[illegible]	7612		1	[illegible]	.079 x .070	19230	4	V HR
[illegible]			1	"	[illegible] .116 x .015	19940	10	V HR
[illegible]			1	[illegible]		19940	20	V HR
[illegible]			1	"		20080	21	V HR
[illegible]			1	"		19880	22	V HR
[illegible]			1	"		19490	23	V HR
[illegible]			1	[illegible]	5/7/70	20240	25	V HR
[illegible]			1	[illegible]		19900	24	V HR
					TOTAL	153420		

GONDOLA | BOX | PAGE NO. | SHIPPER | DEPT.

CLAIMS FOR SHORTAGE OR DAMAGE MUST BE MADE WITHIN FIFTEEN (15) DAYS AND WILL NOT BE ALLOWED UNLESS CUSTOMER HAS HAD CARRIER'S AGENT CERTIFY CONDITION OF CONSIGNMENT ON B/L

VESSEL:

PORT: ANTWERP

CARRIER OR CAR NO.: RDG 34017

SEALS:

CAUSE OF DAMAGE:

DATE: 5/7/70

PIER: DOCK 30

CHECKER: W H Duncan

MARKS	QUANTITY	TYPE OF CONTAINER	COMMODITY	UNIT WEIGHT	TOTAL WEIGHT	MEASUREMENTS LENGTH	WIDTH	HEIGHT	EXCEPTIONS
3 WHITE	1	4	COLD ROLLED STEEL	19.230		36.079	x	020	H S R
	1	10	COILS	19.740		179 96	x	05	H S R
	1	20		19.940					H S R
	1	21		20.080					H S R
	1	22		19.800					H S R
	1	23		19.490					H S R
	1	25		20 240					H S R
	1	24		19.900					H S R
									HEAVY SURFACE
									RUST
	8								

GREAT LAKES INTERNATIONAL CORP.

RECOMMENDED FOR USE IN U. S. GREAT LAKES PORTS

D/R No. 701a

(SPACES IMMEDIATELY BELOW ARE FOR SHIPPERS MEMORANDA—NOT PART OF DOCK RECEIPT)

FORWARDING AGENT — REFERENCES

EXPORT DEC. No.

DELIVERING CARRIER TO STEAMER:

CAR NUMBER — REFERENCE

PERMIT DATE

DOCK RECEIPT

NON-NEGOTIABLE

SHIP

FLAG

PIER P.2R - 38 & 43

PORT OF LOADING

PORT OF DISCHARGE FROM SHIP

SHIPPER

PARTICULARS FURNISHED BY SHIPPER OF GOODS

MARKS AND NUMBERS	NO. OF PKGS.	DESCRIPTION OF PACKAGES AND GOODS	MEASUREMENT IN CU. FT.	GROSS WEIGHT IN POUNDS
3912 3 - WHITE	3	COILS		53,190
3911 3 - WHITE	5	COILS		95,110
				148,300

DIMENSIONS AND WEIGHTS OF PACKAGES TO BE SHOWN ON REVERSE SIDE

DELIVERED BY:

TRUCK
LIGHTER

ARRIVED— DATE..... TIME.....

UNLOADED— DATE..... TIME.....

CHECKED BY.....

IN SHIP LOCATION.....

DX-136G

RECEIVED THE ABOVE DESCRIBED GOODS OR PACKAGES SUBJECT TO ALL THE TERMS OF THE UNDERSIGNED'S REGULAR FORM OF DOCK RECEIPT AND BILL OF LADING WHICH SHALL CONSTITUTE THE CONTRACT UNDER WHICH THE GOODS ARE RECEIVED. COPIES OF WHICH ARE AVAILABLE FROM THE CARRIER ON REQUEST AND MAY BE INSPECTED AT ANY OF ITS OFFICES.

FOR THE MASTER

BY..... RECEIVING CLERK

DATE 5-7-70

SHARON STEEL CORP.
S-356 REV.

RAIL SHIPPING RECORD

PACKING LIST

Shipped To: Inspex / Great Lakes Terminal

Address Lorain, Ohio

Date 4-21-70

Car No. & Initial PRR 225413 Wt. Skids ☐ Boxes ☐ Wt. Blocking

Routing

Lift

MILL ORDER NO.	CUSTOMER ORDER NO.	SKIDS OR LIFTS	COILS OR BDLS.	HEAT NUMBER	SIZE	NET WEIGHT	TARE WEIGHT	
[illegible]	7612		1	43341	71 x 79 x .020	18110	1	✓ SR
[illegible]			1	1	44 x 71 916 x 015	17200	7	✓ SR
[illegible]			1	4		17880	11	✓ SR
[illegible]			3		6/Lift	53190		
[illegible]					S/170			

GONDOLA [illegible] BOX [illegible] PAGE NO. [illegible] SHIPPER [illegible] DEPT. Raw Ck

CLAIMS FOR SHORTAGE OR DAMAGE MUST BE MADE WITHIN FIFTEEN (15) DAYS AND WILL NOT BE ALLOWED UNLESS CUSTOMER HAS HAD CARRIER'S AGENT CERTIFY CONDITION OF CONSIGNMENT ON B/L.

SHARON STEEL CORP.
S-356 REV.

RAIL SHIPPING RECORD

PACKING LIST

Shipped To: Inspex / Great Lakes Terminal

Address Lorain, Ohio

Date 4-21-70

Car No. & Initial PRR 225413 Wt. Skids ☐ Boxes ☐ Wt. Blocking

Routing

Lift

MILL ORDER NO.	CUSTOMER ORDER NO.	SKIDS OR LIFTS	COILS OR BDLS.	HEAT NUMBER	SIZE	NET WEIGHT	TARE WEIGHT	
[illegible]	7612		1	43305	71 x 79 x .020	18770	21	✓ SR
[illegible]			1	"	44 x 71 916 x .015	19610	46	✓ SR
[illegible]			1	43285		18410	41	✓ SR
[illegible]			1	43145		19300	34	✓ SR
[illegible]			1	"		18940	37	✓ SR
[illegible]			5			93110		
[illegible]					Total = 14 = 300			

GONDOLA [illegible] BOX [illegible] PAGE NO. [illegible] SHIPPER [illegible] DEPT. [illegible]

CLAIMS FOR SHORTAGE OR DAMAGE MUST BE MADE WITHIN FIFTEEN (15) DAYS AND WILL NOT BE ALLOWED UNLESS CUSTOMER HAS HAD CARRIER'S AGENT CERTIFY CONDITION OF CONSIGNMENT ON B/L.

VESSEL:

PORT: ANTWERP

CARRIER OR CAR NO.: PRR 385413

SEALS:

CAUSE OF DAMAGE:

DATE: 5 17 70

PIER: Dock 30

CHECKER: W H Duncan

MARKS	QUANTITY	TYPE OF CONTAINER	COMMODITY	UNIT WEIGHT	TOTAL WEIGHT	MEASUREMENTS LENGTH	WIDTH	HEIGHT	EXCEPTIONS
J. WHITE	1	1	COILS COLD ROLLED	18.110		36.079	x	020	SSR
	1	7	STEEL	17.200		77916	x	.05	SSR
	1	11		17.880					SSR
	1	31		18.770					SSR
	1	40		19.610					SSR
	1	41		18.490					SSR
	1	34		19.300					SSR
	1	37		18.940					SSR
									"
									SLIGH SURFACE
									RUST
									ON WRAPPINGS

RECOMMENDED FOR USE IN U. S. GREAT LAKES PORTS

D/R No. 704a

(SPACES IMMEDIATELY BELOW ARE FOR SHIPPERS MEMORANDA—NOT PART OF DOCK RECEIPT)

EXPORT DEC. No.

FORWARDING AGENT — REFERENCES

DELIVERING CARRIER TO STEAMER

CAR NUMBER — REFERENCE PRR - 377217

PERMIT DATE

DOCK RECEIPT

NON-NEGOTIABLE

SHIP | FLAG | PIER | PORT OF LOADING

PORT OF DISCHARGE FROM SHIP

SHIPPER

PARTICULARS FURNISHED BY SHIPPER OF GOODS

MARKS AND NUMBERS	NO. OF PKGS.	DESCRIPTION OF PACKAGES AND GOODS	MEASUREMENT IN CU. FT.	GROSS WEIGHT IN POUNDS
3911 3 WHITE	6	COILS		116 [illegible]
3908 2-WHITE	1	COILS		14,86
3910 3-WHITE	1	COILS		180 [illegible]
DIMENSIONS AND WEIGHTS OF PACKAGES TO BE SHOWN ON REVERSE SIDE				1 [illegible]

DELIVERED BY:

TRUCK / LIGHTER .....

ARRIVED— DATE..... TIME.....

UNLOADED— DATE..... TIME.....

CHECKED BY .....

PLACED IN SHIP / ON DOCK LOCATION.....

DX 13-HH

RECEIVED THE ABOVE DESCRIBED GOODS OR PACKAGES SUBJECT TO ALL THE TERMS OF THE UNDERSIGNED'S REGULAR FORM OF DOCK RECEIPT AND BILL OF LADING WHICH SHALL CONSTITUTE THE CONTRACT UNDER WHICH THE GOODS ARE RECEIVED. COPIES OF WHICH ARE AVAILABLE FROM THE CARRIER ON REQUEST AND MAY BE INSPECTED AT ANY OF ITS OFFICES.

FOR THE MASTER

BY..... RECEIVING CLERK

DATE.....

SHARON STEEL CORP.
S-356 REV.

RAIL SHIPPING RECORD

PACKING LIST

Shipped To: [illegible] Great Lakes Terminal

Address [illegible], Ohio

Date 4-21-70

Car No. & Initial

Wt. Skids ☐ Boxes ☐ Wt. Blocking

Routing [illegible]

MILL ORDER NO.	CUSTOMER ORDER NO.	SKIDS OR LIFTS	COILS OR BDLS.	HEAT NUMBER	SIZE	NET WEIGHT	TARE WEIGHT
[illegible]				[illegible]	[illegible]	19700 2	✓SR
[illegible]	[illegible]		7	[illegible]	[illegible]	19240 17	✓HR
3 WHITE	71-12			[illegible]	[illegible]	18940 25	✓SR
			7		[illegible]	19600 28	✓HR
			1	[illegible]	[illegible]	19530 14	✓SR
			1	[illegible]	SKIDS	19450 23	✓HR
	[illegible]				[illegible]		

GONDOLA | BOX | PAGE NO. | SHIPPER | DEPT.

CLAIMS FOR SHORTAGE OR DAMAGE MUST BE MADE WITHIN FIFTEEN (15) DAYS AND WILL NOT BE ALLOWED UNLESS CUSTOMER HAS HAD CARRIER'S AGENT CERTIFY CONDITION OF CONSIGNMENT ON B/L

SHARON STEEL CORP.
S-356 REV.

RAIL SHIPPING RECORD

PACKING LIST

Shipped To: [illegible] Great Lakes Terminal

Address [illegible], Ohio

Date 4-21-70

Car No. & Initial

Wt. Skids ☐ Boxes ☐ Wt. Blocking

Routing [illegible]

MILL ORDER NO.	CUSTOMER ORDER NO.	SKIDS OR LIFTS	COILS OR BDLS.	HEAT NUMBER	SIZE	NET WEIGHT	TARE WEIGHT
[illegible]				[illegible]	39 A34A 03449		
[illegible]	71-12		1		[illegible]	14860 1	✓SR
2 WHITE							
[illegible]				[illegible]	[illegible]		
[illegible]	71-12		1		[illegible]	19107	✓SR
3 WHITE							
						14860	

GONDOLA | BOX | PAGE NO. | SHIPPER | DEPT.

CLAIMS FOR SHORTAGE OR DAMAGE MUST BE MADE WITHIN FIFTEEN (15) DAYS AND WILL NOT BE ALLOWED UNLESS CUSTOMER HAS HAD CARRIER'S AGENT CERTIFY CONDITION OF CONSIGNMENT ON B/L

PORT: ANTWERP
CARRIER OR CAR NO.: PRR · 377217
SEALS:

CAUSE OF DAMAGE:

DATE: 5/7/70
PIER: 30
CHECKER: W H Duncan

MARKS	QUANTITY	TYPE OF CONTAINER	COMMODITY	UNIT WEIGHT	TOTAL WEIGHT	MEASUREMENTS LENGTH	WIDTH	HEIGHT	EXCEPTIONS
3 WHITE	1	2	COLD ROLLED STEEL	19.700		36.079	x	020	SSR = SLIGHT S,
	1	17	COILS	19.240		177.916	x	0.5	HSR - HEAVY SURF
	1	25		18.940					SSR
	1	28		19.680					HSR
	1	14		19.530					SSR
	1	23		19.450					HSR
	1	7		18.010					SSR
2 WHITE	1	1		14.860		39.434	x	0.3149	SSR
						MM1002	x	0.8	
	(8)								

GREAT LAKES INTERNATIONAL CORP.

RECOMMENDED FOR USE IN U. S. GREAT LAKES PORTS

D/R No. 707a

(SPACES IMMEDIATELY BELOW ARE FOR SHIPPERS MEMORANDA—NOT PART OF DOCK RECEIPT)

FORWARDING AGENT — REFERENCES

EXPORT DEC. No.

DELIVERING CARRIER TO STEAMER:

CAR NUMBER — REFERENCE RDG - 36723

PERMIT DATE

DOCK RECEIPT

NON-NEGOTIABLE

SHIP

FLAG

PIER

PORT OF LOADING

PORT OF DISCHARGE FROM SHIP

SHIPPER

PARTICULARS FURNISHED BY SHIPPER OF GOODS

MARKS AND NUMBERS	NO. OF PKGS.	DESCRIPTION OF PACKAGES AND GOODS	MEASUREMENT IN CU. FT.	GROSS WEIGHT IN POUNDS
3912 3 - WHITE	8	COILS		157010

DIMENSIONS AND WEIGHTS OF PACKAGES TO BE SHOWN ON REVERSE SIDE

DELIVERED BY:

TRUCK }
LIGHTER }

ARRIVED— DATE TIME

UNLOADED— DATE TIME

CHECKED BY

PLACED IN SHIP / ON DOCK LOCATION

DX 13-II

RECEIVED THE ABOVE DESCRIBED GOODS OR PACKAGES SUBJECT TO ALL THE TERMS OF THE UNDERSIGNED'S REGULAR FORM OF DOCK RECEIPT AND BILL OF LADING WHICH SHALL CONSTITUTE THE CONTRACT UNDER WHICH THE GOODS ARE RECEIVED. COPIES OF WHICH ARE AVAILABLE FROM THE CARRIER ON REQUEST AND MAY BE INSPECTED AT ANY OF ITS OFFICES.

FOR THE MASTER

BY

RECEIVING CLERK

DATE 5 - 7 - 70

708a

SHARON STEEL CORP.
S-356 REV.

RAIL SHIPPING RECORD

PACKING LIST

Shipped To: Export Co. Great Lakes Terminal

Address Cleveland, Ohio

Date 4-27-70

Car No. & Initial PRR 36423 Wt. Skids ☐ Boxes ☐ Wt. Blocking

Routing

Lift

MILL ORDER NO.	CUSTOMER ORDER NO.	SKIDS OR LIFTS	COILS OR BDLS.	HEAT NUMBER	SIZE	NET WEIGHT	TARE WEIGHT	
[illegible]	7613		1	[illegible]	.625 x .070	19330	2	✓ HR
[illegible]			1	"	[illegible] x .5	19420	3	✓ HR
[illegible]			1	"		19920	5	✓ HR
[illegible]			1	"		19670	6	✓ HR
[illegible]			1	"	[illegible]	19740	13	✓ HR
3- [illegible]			1	"		19930	14	✓ HR
			1	[illegible]		19470	13	✓ HR
			1	"	5/7/70	19030	15	✓ HR
					Tot.	137010		

GONDOLA	BOX	PAGE NO.	SHIPPER	DEPT.
[illegible]		1	[illegible]	Comm CK

CLAIMS FOR SHORTAGE OR DAMAGE MUST BE MADE WITHIN FIFTEEN (15) DAYS AND WILL NOT BE ALLOWED UNLESS CUSTOMER HAS HAD CARRIER'S AGENT CERTIFY CONDITION OF CONSIGNMENT ON B/L.

VESSEL:

PORT: ANTWERP

CARRIER OR CAR NO.: RDG 36723

SEALS:

CAUSE OF DAMAGE:

DATE: 5/7/70

PIER: DOCK 30

CHECKER: W H Duncan

MARKS	QUANTITY	TYPE OF CONTAINER	COMMODITY	UNIT WEIGHT	TOTAL WEIGHT	MEASUREMENTS LENGTH	WIDTH	HEIGHT	EXCEPTIONS
3 WHITE	1	2	COLD ROLLED STEEL	19.330		6.079	X	020	H S R
	1	3	COILS	19.420		MM 916	X	0 S	H S R
	1	5		19.920					H S R
	1	6		19.670					H S R
	1	13		19.740					H S R
	1	14		19.930					H S R
	1	12		19.970					H S R
	1	15		19.030					H S R
	(8)								HEAVY SURFACE RUST ON WRAPPINGS

RECOMMENDED FOR USE IN U. S. GREAT LAKES PORTS

D/R No. 710a

(SPACES IMMEDIATELY BELOW ARE FOR SHIPPERS MEMORANDA—NOT PART OF DOCK RECEIPT)

FORWARDING AGENT — REFERENCES

EXPORT DEC. No.

DELIVERING CARRIER TO STEAMER

CAR NUMBER — REFERENCE PC- 601227

DOCK RECEIPT

NON-NEGOTIABLE

PERMIT DATE

SHIP	FLAG	PIER	PORT OF LOADING
PORT OF DISCHARGE FROM SHIP			

SHIPPER

PARTICULARS FURNISHED BY SHIPPER OF GOODS

MARKS AND NUMBERS	NO. OF PKGS.	DESCRIPTION OF PACKAGES AND GOODS	MEASUREMENT IN CU. FT.	GROSS WEIGHT IN POUNDS
3911 3 WHITE	7	COILS:		17844

DIMENSIONS AND WEIGHTS OF PACKAGES TO BE SHOWN ON REVERSE SIDE

DELIVERED BY:

TRUCK }
LIGHTER }

ARRIVED— DATE TIME

UNLOADED— DATE TIME

CHECKED BY

PLACED IN SHIP / ON DOCK LOCATION

DX 13-JJ

RECEIVED THE ABOVE DESCRIBED GOODS OR PACKAGES SUBJECT TO ALL THE TERMS OF THE UNDERSIGNED'S REGULAR FORM OF DOCK RECEIPT AND BILL OF LADING WHICH SHALL CONSTITUTE THE CONTRACT UNDER WHICH THE GOODS ARE RECEIVED. COPIES OF WHICH ARE AVAILABLE FROM THE CARRIER ON REQUEST AND MAY BE INSPECTED AT ANY OF ITS OFFICES.

FOR THE MASTER

BY

RECEIVING CLERK

DATE 5-7-70

711a

SHARON STEEL CORP.
S-356 REV.

RAIL SHIPPING RECORD

PACKING LIST

Shipped To:

Address

Date 1-21-70

Car No. & Initial

Wt. Skids ☐ Boxes ☐ Wt. Blocking

Billing:

MILL ORDER NO.	C.O.	O.	SKIDS OR LIFTS	COILS OR BDLS.	HEAT NUMBER	SIZE	NET WEIGHT	TARE WEIGHT	BOTTOM WGT
							19200	27	✓ HR
							18700	36	✓ HR
							19700	30	✓
							19250	33	✓ HR
							18820	[illegible]	✓ HR
							18710	7	✓ HR
							14400	22	
				7			122460		

GONDOLA	BOX	PAGE NO.	SHIPPER	DEPT.

CLAIMS FOR SHORTAGE OR DAMAGE MUST BE MADE WITHIN FIFTEEN (15) DAYS AND WILL NOT BE ALLOWED UNLESS CUSTOMER HAS HAD CARRIER'S AGENT CERTIFY CONDITION OF CONSIGNMENT ON B/L.

7/29

VESSEL:

PORT: ANTWERP

CARRIER OR CAR NO.: PC. 601227

SEALS:

CAUSE OF DAMAGE:

DATE: 7/5/70

PIER: Dock 30

CHECKER: W. H. Duncan

MARKS	QUANTITY	TYPE OF CONTAINER	COMMODITY	UNIT WEIGHT	TOTAL WEIGHT	MEASUREMENTS LENGTH	MEASUREMENTS WIDTH	MEASUREMENTS HEIGHT	EXCEPTIONS
3. WHITE	1	27	COLD ROLLED STEEL	19.290		36.079	x	.020	HSR
	1	36	COILS	12.700		MM 9/16	x	.05	HSR
	1	30		19.270					HSR
	1	33		19.250					HSR
	1	4		18.820					HSR
	1	7		18.710					HSR
	1	22		19.400					HSR
									"
									HEAVY SURFACE
									RUST
									ON WRAPPINGS

713a

PLAINTIFF'S EXH. 19
FRANQUET AFF.

FABRIQUE DE FER DE MAUBEUGE

59720 LOUVROIL

DIRECTION

LOUVROIL, le 19

UNITED STATES DISTRICT COURT
SOUTHERN DISTRICT of NEW YORK
NICHOLAS INTERNATIONAL Inc
Plaintiff
72CIV 3779 (EW)

INDEX

against
SS POLARLAND her engines boilers etc D/S A/S
WESTLAND RICH AMLIE and Co
AX' SEVEN SEAS SHIPPING Corp
and FERROSTAHL Gmbh
characterization fictitious
defendant intended is explained
in shedule of the complaint
defendants
Republic of France
City of Paris
Embassy of the United States

AFFIDAVIT

M. Claude FRANQUET ayant dûment prêté serment déclare ce qui suit :

1. Je suis Directeur Administratif de la Fabrique de Fer de Maubeuge à Louvroil-France. Je suis bien au courant des détails de l'expédition qui fait l'objet de l'action mentionnée.
Le présent affidavit se fonde sur mes propres connaissances et sur les informations que je pense être exactes obtenues à partir des dossiers et du personnel de la Fabrique de Fer de Maubeuge à Louvroil.

2. Le présent affidavit est remis pour soutenir la motion visant à ce que la Travelers Indemnity Company soit ajoutée comme plaignante dans l'action en justice susmentionnée.

3. Par notre commande numéro 36004 du 23 janvier, nous avons acheté 299 bobines d'acier laminé à froid pesant 2713509 kilogrammes pour la somme de 417.020,38 dollars U.S, de INTERESEN-STAHLHANDEL Gmbh.
La facture numéro 184-79 en date du 13 Mai 1970 émise par INTERESEN-STAHLHANDEL au sujet de cet achat précise que l'acier a été envoyé par le bateau POLARLAND et durait l'expédition comme suit :
1X10*2½ 117 BOBINES 1105702 KILOS
0,5X1202 MM 59 BOBINES 534805 KILOS
0,5X610 123 BOBINES 1071002 KILOS

.../.

714a

4. La vente susmentionnée a compris la police spéciale négociable pour transport maritime numéro 7335 qui a été signée par NIMPEX INTERNATIONAL Inc. conformément à leur police cadre numéro 308 la Travelers Indemnity Company étant le syndicat de garantie.

5. Que par l'intermédiaire de Boschmans Thomsin, notre agent à Anvers, nous avons, en tant que consignataire final de ladite expédition, déposé une réclamation conformément à la dite police spéciale négociable pour les dommages subis par l'expédition susmentionnée et constatés lors de l'arrivée à Anvers du SS POLARIAD en présence de W.K. WEBSTER AND CO LONDON-Angleterre, agents généraux pour le compte de Travelers Indemnity Company.

6. Que conformément aux termes de la police susmentionnée nous avons reçu pour lesdits dommages un paiement de W.K. WEBSTER and Co sous forme d'un chèque qui comportait également un paiement relatif à des dommages subis par une autre expédition à bord du SS PENGAL. Le chèque susmentionné était payable à nos agents Boschmans Thomsin qui l'ont endossé et fait payer à l'ordre de la Fabrique de Fer de Maubeuge à Louvroil

7. Au moment où nous avons reçu ledit chèque, la Travelers Indemnity Company s'est trouvée subrogée dans tous nos droits contre le transporteur maritime pour les dommages causés à notre expédition

Jurés devant moi le Neuf Juillet mil neuf cent soixante quatre -

Francis GILLET

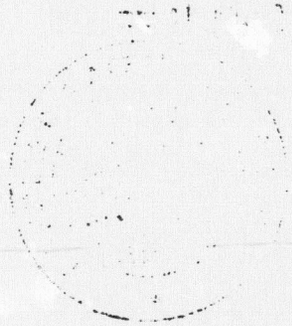
Claude FRANQUET

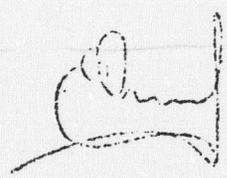
Je soussigné Maître Yves Marie RIVALLAND, notaire associé à Paris, certifie véritable la signature apposée ci-dessus de Monsieur Claude FRANQUET

Signature de Me. Francis Gillet,
authentifiée par

M. le Docteur Pierre FOREST
Maire de Maubeuge
Conseiller Général du Nord
Officier de la Légion d'Honneur

715a





REPUBLIC OF FRANCE, CITY OF PARIS
EMBASSY OF THE UNITED STATES OF
AMERICA Marie T. Hultale

I, American Vice Consul of the Embassy of the United States of America at Paris, France, duly commissioned and qualified, do hereby certify that the annexed and foregoing instrument is a true copy of the original thereof, which was executed and officially sealed by me, respectively bearing my signature and official seal and presented to me for comparison and authentication by [illegible], on the 11th day of [illegible], 19[illegible], the date thereof, "acting by delegation of the Ministry of Foreign Affairs", to whom official full faith and credit are due.

In witness whereof, I have hereto set my hand and affixed the seal of the American Consular Service at Paris, France, this 11th day of [illegible] 19[illegible].

[illegible]
Vice Consul of the United States of America

Marie T. Hultale
American Vice Consul

BEST COPY AVAILABLE

716a

2, rue Bonaparte, Paris 13e - Tel: 633-13-60
18 quai Jean Moulin, Lyon 2, France - Tel: 72-33-08
920 Cathcart - Suite 509 - Montreal 111, Que., Canada - Tel: (514) 861-4734

CERTIFICATE OF ACCURACY

STATE of New York) SS.:
COUNTY of New York)

Philip M. Webster being duly sworn, deposes and says that (s)he is a translator associated with Translation Company of America, 500 Fifth Avenue, New York, New York, and that (s)he is thoroughly familiar with the French and English languages and that (s)he translated the attached document relating to: An affidavit from the Fabrique de Fer de Maubeuge, signed by Mr. Claude Frampet and notarized by Mr. Francois Gillet.

from the French language into the English language, and that the English text is a true and correct translation of the original, to the best of his/her knowledge and belief.

Translator

Sworn before me this
10th day of July 1972

Notary Public

717a

FABRIQUE DE FER DE MAUBEUGE

Corporation having capitalization of 13,500,000 F.

Tel. 64.60.01 MAUBEUGE

Telex 820.867 - FABRIFER - LOUVROIL

59720 L O U V R O I L

LOUVROIL,

UNITED STATES DISTRICT COURT
SOUTHERN DISTRICT OF NEW YORK
LINCOLN INTERNATIONAL Inc.
Plaintiff
72Civ 3779 (EW)

INDEX

against
S/S POLARLAND her engines boilers etc D/S A/S
VESTFANG RICH AHLIE and Co.
A/S SAVEL SEAS SHIPPING Corp.
and FERROSTAHL GmbH
characterization fictitious
defendant intended is explained
in schedule of the complaint
defendants
Republic of France
City of Paris
Embassy of the United States

AFFIDAVIT

Mr. Claude FRANQUET having been first duly sworn declares as follows:

1.- I am Administrative Manager of the Fabrique de Fer de Maubeuge in Louvroil, France. I am familiar with the details of the shipment which is the subject matter of captioned action.

This affidavit is based on my own knowledge and on information which I believe correct obtained from the files and from the personnel of the Fabrique de Fer de Maubeuge in Louvroil.

2.- This affidavit is submitted to support the motion to have Travelers Indemnity Company added as plaintiff in the above entitled cause of action.

3.- By our order number 36004 of January 23, we purchased 299 coils of cold rolled steel weighing 271,[illegible] kilograms for the amount of 417,880.23 U.S. dollars from [illegible]. The

Invoice No. 1814-79 dated Dec. 13, 1978, issued by GTM SEMELAGE, covering this purchase specifies that the ... shipped by the SS POLARLAND and to reflect the shipment as follows:

1 x 1402 Pc. 127 cases 110700 Kilos

0.8 x 1402 Pc. 89 cases 88560 Kilos

0.5 x 916 Pc. 125 cases 107000 Kilos

299 321361

4.- The above mentioned sale included the special negotiable marine cargo policy number 7235 which was signed by KNIPEX INTERNATIONAL Inc. pursuant to their master policy number 308 with the Travelers Indemnity Company as indemnitors.

5.- That through Boschmans Chaussin, our agent in Antwerp, we, as ultimate consignee of said shipment, filed claim under said special negotiable policy for damages to the aforesaid shipment noted upon arrival at Antwerp of the SS POLARLAND, with WM WEBSTER AND CO, London, England, general agents for Travelers Indemnity Company.

6.- That in accordance with the terms of the aforesaid policy we received for said damages a payment from W. M. WEBSTER and Co. in the form of a check which included also a payment for damages caused by another shipment aboard the SS POLAR. This check was payable to our agents Boschmans Chaussin who endorsed it and had it paid to the order of the Fabrique de Fer de Charleroi, Louvroil

7.- At the time we received said check, the Travelers Indemnity Company was subrogated in all our rights against the ocean carrier for the damages caused to our shipment.

FABRIQUE DE FER DE CHARLEROI (Signature of)

59720 LOUVROIL Claude [illegible]

719a

Sworn before me on the ninth day of
July, nineteen hundred seventy-four.

(signature)

Francis GILLET (Seal)

LAW OFFICE OF

Attorneys F. GILLET, J. BEAULT, P. LEVEQUE

P. LEVEQUE and P. DOLLY DE LESPAIN

PARTNERS

(Firm holding a Notarial Office)

Place des Arts

59605 MAUBEUGE

I, the undersigned, Jean Marie RIVALLAND, Esq., attorney in Paris, certify as genuine the above signature of Mr. Claude FRANQUET.

(Seal)

Signature of Francis Gillet, Esq.,
certified by

Dr. Pierre FOREST,
Mayor of Maubeuge,
General Counselor of Nord
Officer of the Legion of Honor

(Seal) - Signature.

- - - - - - - -

(Reverse side of page 2)

CHANCERY FEES 093 F.

July 11, 1974

THE SECRETARY OF STATE

specifies that the signature certification alongside, made by notary, was duly affixed.

IN PARIS,

(signed) Jacques BRARD.

720a

Sir:

Please take notice that the within is a true copy of a :
duly made and entered herein in the office of the clerk of County and of this Court on
Dated:

Yours, etc.
DONOVAN, DONOVAN, MALOOF & WALSH
rneys for
161 William Street
Borough of Manhattan, City of New York, N. Y. 10038
To

Sir:

Please take notice that an order of which the within is a true copy will be presented for settlement and signature herein to Hon.
at of
this court at
in the County of State of New York,
e day of 19 ,
at 9:30 o'clock in the forenoon, or as soon thereafter as Counsel can be heard.
Dated:

Yours, etc.
DONOVAN, DONOVAN, MALOOF & WALSH
Attorneys for
161 William Street
Borough of Manhattan, City of New York, N. Y. 10038
To

INDEX NO. 72 C1.v 3779

UNITED STATES DISTRICT COURT
SOUTHERN DISTRICT OF NEW YORK

NIMPEX INTERNATIONAL INC.,
Plaintiff,
-against-
SS POLARLAND, her engines, boilers, etc., D/S A/S VESTLAND, RICH. AMLIE & CO. A/S, SEVEN SEAS SHIPPING CORP., and FERROSTAHL "GmbH",(corporate characterization fictitious, defendant intended is explained in Schedule A of the Complaint),
Defendants.

AFFIDAVIT OF FABRIQUE DE FER DE MAUBEUGE

DONOVAN, DONOVAN, MALOOF & WALSH

Attorneys for Plaintiff

161 William Street
Borough of Manhattan
City of New York, N. Y. 10038
Tel. No.: 964-3553

COPY RECEIVED

JUL 15 1974

KIRLIN, CAMPBELL & KEATING

720a

PLAINTIFF'S EXH. 20
INTEREISEN/FARBIQUE INVOICE

721a

Plaintiff's Ex. 20 for Id.

INTEREISEN · STAHLHANDEL
GMBH

Intereisen - Stahlhandel GmbH · Düsseldorf · Postfach

Telefon : 56. 07. 45
Telegramm : Intereisen Düsseldorf
Code : ACMB
Bank : C. G. Trinkaus, Düsseldorf

FABRIQUE DE FER S.A.
Boîte Postale 100
59- MAUBEUGE
FRANCE

4 - DÜSSELDORF
Schadowstr. 62

RECHNUNG / INVOICE 184-70
FACTURE / FACTURA N°

26 MAI 1970
TAG/DATE/FECHA
ROUVROIL (Nord)
13/5/70

Ihre Bestellung Nr.
Your Order N°
Votre commande N°
Numero de Su pedido
36004 du 23/1

Unsere Auftrags-Nr.
Our Order N°
Notre commande N°
Numero nuestro de Su pedido
28-708

Wir santden durch
We sent by
Expédition par
Enviamos por
S/S "POLARLAND"

Bunde Bdls Bottes Atados	Stück Pieces Pièces Piezas	Material / Merchandise Matériel / Mercaderias	Gewicht / Weights Poids / Peso kg	Preis für / Price per Prix pour / Precio por kg	Summe Total Somme Suma
MARKS & Nos		TOLES LAMINEES A FROID EN BOBINES			
Gross Weight		selon spécification	2.713.509 kgs		
Size in MM. (Thickness & Width)		suivante :			
Coil Number					
Heat Number					
// White		1 x 1002 mm 117 bobines	1.105.702 kgs		
// White		0,8x1002mm 59 "	536.805 kgs		
/// White		0,5x 916 mm 123 bobines	1.071.002 kgs		
		au prix de $ U.S. 154,00 la TM.			$ US 417.880,39

Valeur :
CAF Free out Anvers
(quatre cent dix sept mille huit cent quatre vingt dollars USA 39/100)

Marchandises d'origine Américaine

Embarquement :
S/S "POLARLAND" en provenance de New-York (USA) à destination de Anvers (Belgique)

Paiement :
A vue par crédit documentaire n° 669.712 ouvert en notre faveur auprès de la Banque Lambert 24, avenue Marnix BRUXELLES 5 (Belgique)

TRANSLATION

from: French WB:daf

722a

TX20

Intereisen Stahlhandel GmbH
Dusseldorf
Post Office Box

Fabrique De Fer S.A.
Post Office Box 100
594 Maubeuge
France

INVOICE 184-70

Your Order No. 36004 of November 23rd

Our Order No. 28-70B

We sent by S/S "POLARLAND" :

Bundles	Pieces	Merchandise	Wgt in kg	Price/kg	To
Marks & Numbers					
Gross weight		COLD ROLLED PLATES IN COILS			
Size in mm (Thickness & width)		In accordance with following specification:	2,713,509 kgs		
Coil Number					
/White		1 x 1002 mm	117 coils	1,105,702 kgs	
// White		0.8x1002 mm	59 coils	536,805 kgs	
///White		0.5x 916 mm	123 coils	1,071,002 kgs	
		at price of US $154.00 per metric ton			US$417,88

Value:

CIF Free out Antwerp (four hundred seventeen thousand eight hundred eighty and 39/100 US dollars)

Merchandise of American origin

Shipment:

S/S "POLARLAND" coming from New York (USA) with destination Antwerp, Belgium.

Payment:

At sight by letter of credit No. 669,712 opened in our favor

with the Banque Lambert, 24 avenue Marnix, Brussels 5, Belgium

INTEREISEN

Stahlhandel GmbH

724a

Form No. 215—Printed and Sold by
Unz & Co., Inc., 24 Beaver St., N. Y.
UF37165

Marshall's Ex 21(a) for Id.

PLAINTIFF'S EXH. 21a
BILL OF LADING

BILL OF LADING

UNIFORM BILL OF LADING 1946

approved by
The Documentary Council of The Baltic and International Maritime Conference.
To be used with Charter-Parties.
Code Name: Conbill.

Shipped at Cleveland, Ohio
in apparent good order and condition by
of on board the good
for carriage to
or so near thereto as she may safely get
Freight Prepaid Letter of Credit

Henry A. Rex
Gross Weight
Size in Ft.
(Thickness & Width)
Coil Number
Mark Number

/ White

Cold Rolled Coils prime sheet quality
Commercial Material Not Secondhand Nor Inferior.

117 Coils

Freight Prepaid

Notify: S.A. Fabrique de Fer de Maubeuge
B.P. 100, 59 Maubeuge (France)

Also Notify: Thoumsin, Antwerp.

Outer wrappers atmospherically rust stained
Outer wrappers slightly damaged
Some bands damaged and/or missing

(of which NONE on deck at Shippers' risk; the Carrier not being responsible for loss or damage howsoever arising) which are to be delivered in the like good order and condition at the aforesaid Port of Antwerp unto

Order of Shipper

or his or their Assign(s), he or they paying freight at the rate of

(say ~~xxx~~ ~~xPSx~~ ~~xx~~) as per Charter-Party, dated March 5, 1970*

All the terms, conditions, liberties, and exceptions of the Charter-Party are herewith incorporated. Except No Dispatch to Consignee

This Bill of Lading shall have effect subject to the provisions of any legislation relating to the carriage of goods by sea which incorporates the rules relating to Bills of Lading contained in the international Convention, dated Brussels 25th August, 1924 and which is compulsorily applicable to the contract of carriage herein contained. Such legislation shall be deemed to be incorporated herein, but nothing herein contained shall be deemed a surrender by the Carrier of any of its rights or immunities or an increase of any of its responsibilities or liabilities thereunder. If any term of this Bill of Lading be repugnant to any extent to any legislation by this clause incorporated, such term shall be void to that extent, but no further. Nothing in this Bill of Lading shall operate to limit or deprive the Carrier of any statutory protection or exemption from, or limitation of, liability.

Weight, measure, quality, quantity, condition, contents and value unknown.

Freight Advance.
Received on account of freight:

IN WITNESS whereof the Master or Agent of the said Vessel has signed Bills of Lading all of this tenor and date, any one of which being accomplished the others to be void.

New York, N.Y. the 12th May 1970
World Shipping Inc. As Agent only
by Authority of the Master

B/L No. 1

Between Messrs. Forrestal A.G. of Essen
and Seven Seas Shipping Co. of New York

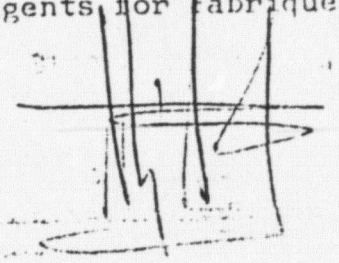
J. Reynolds

21-a

725a

NIMPEX INTERNATIONAL INC.

BOSCHMANS THOUMSIN & C° SPRL.
only as agents for Fabrique de Fer de Maubeuge



PLAINTIFF'S EXH. 21b
BILL OF LADING

Form No. 215—Printed and Sold by
[illegible] & Co., Inc., 24 Beaver St., N.Y.
U37165

#726a

Plaintiffs Ex 21(b) for Id.

BILL OF LADING

UNIFORM BILL OF LADING 1916
approved by
The Documentary Council of The Baltic and International Maritime Conference.
To be used with Charter-Parties.
Code Name: Conbill.

Shipped at Cleveland, Ohio
in apparent good order and condition by
of on board the good
for carriage to
or so near thereto as she may safely get, the following goods

Franklin National Letter of Credit [illegible]

Marks & Nos Gross Weight Size in MM (Thickness & Width) Coil Number Heat Number // White	Cold Rolled Coils prime choice quality Commercial material Non Recuit Non Huile 59 Coils C.O.S [illegible] 536 [illegible] MTONS Freight - Prepaid Notify: S.A. Fabrique de Fer de Maubeuge B.P. 100, 59 Maubeuge (France) also notify: Thoussin, Antwerp Outer wrappers athmospherically rust stained Outer wrappers slightly damaged Some bonds damaged and/or missing

[illegible]

(of which NONE on deck at Shippers' risk; the Carrier not being responsible for loss or damage howsoever arising) which are to be delivered in the like good order and condition at the aforesaid Port of Antwerp unto

Order of Shipper
or his or their Assign(s), he or they paying freight ~~at the rate of~~ x
~~(say~~ ~~per~~ as per Charter-Party, dated March 5, 1970*

All the terms, conditions, liberties, and exceptions of the Charter-Party are herewith incorporated. Except No Dispatch to Consignee

This Bill of Lading shall have effect subject to the provisions of any legislation relating to the carriage of goods by sea which incorporates the rules relating to Bills of Lading contained in the international Convention, dated Brussels 25th August, 1924 and which is compulsorily applicable to the contract of carriage herein contained. Such legislation shall be deemed to be incorporated herein, but nothing herein contained shall be deemed a surrender by the Carrier of any of its rights or immunities or an increase of any of its responsibilities or liabilities thereunder. If any term of this Bill of Lading be repugnant to any legislation by this clause incorporated, such term shall be void to that extent but no further. Nothing in this Bill of Lading shall operate to limit or deprive the Carrier of any statutory protection or exemption from, or limitation of, liability.

Weight, measure, quality, quantity, condition, contents and value unknown.

eight Advance.
Received on account of freight:

IN WITNESS whereof the Master or Agent of the said Vessel has signed Bills of Lading all of this tenor and date, any one of which being accomplished the others to be void.

New York, N.Y. the 12th May 19 70
World Shipping Inc. as Agent only
by Authority of the Master

B/L No. 2

* Between [illegible] Fermental [illegible] of Essen and Seven Seas Shipping Corp. of New York

J. Reynolds

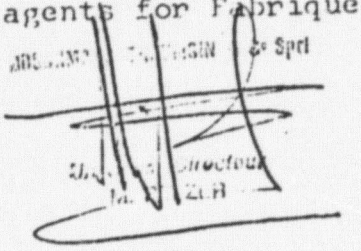
21-b

727a

NIMEX INTERNATIONAL INC.

Harry Bradley

BOSCHMANS THOUMSIN & Cº SPRL.
only as agents for Fabrique de Fer de Maubeuge



Form No. 215—Printed and Sold by
Unz & Co., Inc., 21 Beaver St., N.Y.
U 21165

728a

PLAINTIFF'S EXH. 21c
BILL OF LADING

Plaintiff's Ex. 21C for Id

BILL OF LADING

UNIFORM BILL OF LADING 1946

approved by
The Documentary Council of The Baltic and International Maritime Conference.
To be used with Charter-Parties.
Code Name: Congenbill.

Shipped at Cleveland, Ohio
in apparent good order and condition by [illegible]
of [illegible] on board the good Vessel called the [illegible]
for carriage to
or so near thereto as she may safely get, the following goods [illegible]

Franklin Nacional Letter of Credit U 52235

Marks & Nos Gross Weight Size in In. (Thickness & Width) Coil. Number Heat Number	Cold Rolled Coils premier choix quality Commercial material Non Recuit Non Huile. 123 Coils 0.5 x 916 [illegible] 1,073,002 Pounds
/// White	Freight - Prepaid Notify: S.A. Fabrique de Fer De Maubeuche B.P. 100, 59 Maubeuge (France) also notify: Thomasin, Antwerp. Outer wrappers athmospherically rust stained Outer wrappers slightly damaged Some bands damaged and/or missing

[illegible]

(of which NONE on deck at Shippers' risk; the Carrier not being responsible for loss or damage howsoever arising) which are to be delivered in the like good order and condition at the aforesaid Port of Antwerp unto
Order of Shipper
or his or their Assign(s), he or they paying freight at the rate of XXXXXXXX *
(say XXX per XX) as per Charter-Party, dated March 5, 1970
All the terms, conditions, liberties, and exceptions of the Charter-Party are herewith incorporated. Except no Dispatch to Consignee

This Bill of Lading shall have effect subject to the provisions of any legislation relating to the carriage of goods by sea which incorporates the rules relating to Bills of Lading contained in the International Convention, dated Brussels 25th August, 1924 and which is compulsorily applicable to the contract of carriage herein contained. Such legislation shall be deemed to be incorporated herein, but nothing herein contained shall be deemed a surrender by the Carrier of any of its rights or immunities or an increase of any of its responsibilities or liabilities thereunder. If any term of this Bill of Lading be repugnant to any extent to any legislation by this clause incorporated, such term shall be void to that extent but no further. Nothing in this Bill of Lading shall operate to limit or deprive the Carrier of any statutory protection or exemption from, or limitation of, liability.

Freight Advance.
Received on account of freight:

Weight, measure, quality, quantity, condition, contents and value unknown.
IN WITNESS whereof the Master or Agent of the said Vessel has signed
Bills of Lading all of this tenor and date, any one of which being accomplished the others to be void.

the MAY 12 1970 19

B/L No. 3

World Shipping Inc. As Agent only
by Authority of the Master

* Between Nossers Ferrostal A.G. of Essen
and Seven Seas Shipping Corp. of New York

21-e

PLAINTIFF'S EXH. 22
LETTER OF CREDIT
(WITH TRANSLATION)

Plaintiff's Exh. 22 (d.

RECOMMANDÉ PAR AVION

CRÉDIT DU NORD
Capital [illegible]
Liste 55 D 435 - Liste des Banques n° 144
Siège Social : LILLE Place Rihour Telex international 81507 Cablegramme LILLE
Siège Central : PARIS 19, Bd Haussmann Telex international 29343 Cablegramme PARIS

F - 59 LILLE, le 3 février 1970

Référence à rappeler s.v.p. : CRÉDIT DOCUMENTAIRE
Please quote in your reply : No 90005 - JPS/IS
Bitte in Ihrer Antwort angeben :

BANQUE LAMBERT S.C.S.
24, Avenue Marnix
B - 1050 BRUXELLES
(Belgique)

D'ordre de - By order of - Im Auftrage von : [illegible]

pour compte de - for account of - für Rechnung von : la même.

Par la poste 100 - - Confirmation de notre télégramme/Par [illegible] - -

[illegible]

Nous ouvrons un crédit irrévocable/révocable - We open an/a irrevocable/revocable credit - Eröffnen wir ein unwiderrufliches/widerrufliches Akkreditiv

en faveur de : [illegible] - Königsallee - DUSSELDORF (R.F.A.)
in favour of :
zu Gunsten von :

pour un montant de - for an amount of - für einen Betrag von : DUS 375.000. maximum/environ
nous disons - we say - in Worten : trois cent quatre vingt cinq mille dollars US environ maximum /about höchstens /circa

utilisable à vue/[illegible] sur
available at sight/by draft at on
benutzbar bei Sicht/durch Tratte per auf

contre remise/accompagné des documents suivants :
against delivery of/accompanied by the following documents :
gegen Uebergabe/unter Beifügung folgender Dokumente :

- [illegible] de connaissements "On Board" à ordre et endossés en blanc, notify: "[illegible] BE S.A., Boîte Postale 100, 59-[illegible]" et "THOUROUDE - ANVERS",
- facture commerciale en [illegible] exemplaires,
- liste de colisage détaillée en quatre exemplaires,
- police ou certificat d'assurance,

COPIE

concernant - covering - über : environ 2.500 tonnes métriques de tôles laminées à froid en bobines au prix de DUS 154. la T.M., soit DUS 375.000. environ.
Acheté: C.A.F. - FREE OUT ANVERS.

Conditions de transport - Transport conditions - Transport Bedingungen : par steamer d'un port des [illegible] à destination [illegible].

Expéditions partielles autorisées/interdites - Part shipments permitted/prohibited - Teillieferungen sind gestattet/nicht gestattet.

Ce crédit est valable jusqu'au : 31 mai
This credit is available until : ~~30 avril~~ 1970
Dieses Akkreditiv ist gültig bis :

pour présentation aux fins de: paiement, acceptation, négociation
for presentation against : payment, acceptance, negotiation
zur Vorlage zwecks : Zahlung, Akzeptierung, Negozierung

auprès de - with - bei : [illegible]

Veuillez notifier au bénéficiaire par câble/courrier/avion l'ouverture de ce crédit sans ajouter/en ajoutant votre confirmation
Please advise beneficiary by cable/mail/airmail of the opening of this credit without/adding your confirmation
Wir bitten Sie, die Begünstigten von der Akkreditiveröffnung durch Kabel/Briefpost/Luftpost zu benachrichtigen ohne/unter Beifügung Ihrer Bestätigung

Remboursement - Reimbursement - Rembours : [illegible]

Documents à envoyer à - Documents to be sent to - Dokumente zu senden an : nous-mêmes

Licence / Certificat d'importation - Import Licence / Certificate - Einfuhr Lizenz / Zertifikat : 81776 C 68

Par [illegible] nous vous avons demandé de bien vouloir nous aviser par fil des [illegible] que vous effectuerez en vertu de ce crédit.

Veuillez nous accuser réception de la présente - Kindly acknowledge receipt of this letter - Wir bitten um gefällige Empfangsanzeige
Vos dévoués - Yours Faithfully - Hochachtungsvoll

CREDIT DU NORD

[illegible]
Confirmation de notre télégramme du ce jour

Mod. 1270 - 1-65

Ce crédit est soumis aux règles et usages uniformes relatifs aux documentary credits (1962 Revision), International Chamber of Commerce, Brochure n° 222
This credit is subject to the Uniform Customs and Practice for Documentary Credits (1962 Revision), International Chamber of Commerce, Brochure n° 222
Dieses Akkreditiv unterliegt den Einheitlichen Richtlinien und Gebräuchen für Dokumenten-Akkreditive (Revision 1962) der Internationalen Handelskammer, Broschüre n° 222

TRANSLATION

from: French WB:daf

730a

TTX22

REGISTERED AIR MAIL

CREDIT DU NORD

F-59 Lille, February 3, 1970

BANQUE LAMBERT S.C.S.
24, avenue Marnix
B - 1050 Brussels
Belgium

By order of:

FABRIQUE DE FER S.A.
Post Office Box 100
594 Maubeuge

For account of: the same

-Confirmation of our telex of today-

We are opening an irrevocable letter of credit in favor of INTEREISEN STAHLHANDEL Konigsallee Dusseldorf, Federal Republic of Germany

for an amount of US $ 385,000 available at sight accompanied by the following documents:

-complete set of on-board bills of lading to order, endorsed in blank, notify: "FABRIQUE DE FER, Boite Postale 100, 59 Maubeuge" and "THOUMSIN-ANVERS"

-commercial invoice in four copies

-itemized packing list in four copies

-insurance policy or certificate

covering: about 2500 metric tons of cold rolled sheets in coils at price of US$ 154 per metric ton, namely about US$ 385,000.

Purchased: CIF FREE OUT ANTWERP.

Transport conditions: by steamer from a port of the US with destination Antwerp.

Partial shipment permitted.

This credit is available until ~~April 30~~ May 31 1970

for presentation against payment with: yourselves.

Please advise beneficiary by cable of the opening of this credit without adding your confirmation.

Reimbursement: at the Manufacturers Hanover Trust Company, International Division, P.O. Box 932 New York, which we are advising by air mail.

Documents to be sent to us:

Import Certificate 81VO C 8A

By our telex we asked you to advise us by wire of the payment which you make under this credit.

Kindly acknowledge receipt of this letter.

CREDIT DU NORD

PX 23

Seven Seas Shipping Corp.

745 FIFTH AVENUE

NEW YORK, NEW YORK 10022

PLAINTIFF'S EXH. 23
SEVEN SEAS HOLT
WAREHOUSING AGREEMEN

732

TELEPHONE - (212) 752-7535
CABLE ADDRESS "SETSEACOR"

WESTERN UNION TELEX 01-26126
R.C.A. TELEX 224-594
ANSWERBACK "FRIEDMN"

AGREEMENT BETWEEN
SEVEN SEAS SHIPPING CORPORATION AND HOLT HAULING AND WAREHOUSING SYSTEM

April 22, 1970

First 75000 Tons:
Plate $4.00 per ton
Coils $3.10 per ton
10¢ per ton on both plate and coil for labor securing and to split the normal securing of cargos including material. Special securing such as bulkheads, flooring, etc., for the account of party ordering same. Rate of load is 2800 tons on coils in a bulk carrier, tween decker 2400 tons per day. All plate 800 tons per day.

Next 15000 Tons:
$3.50 per ton all inclusive except for normally agreed detentions and excess securing. In event rate of load is short because of Holt Hauling and Warehousing System's responsibility, penalty of $3000.00 to be paid. per Pete.

SEVEN SEAS SHIPPING CORPORATION

T. Holt per pg.
HOLT HAULING AND WAREHOUSING SYSTEM

original signed and on file at Phila.

U87160

PLAINTIFF'S EXH. 24
SIGNATURES ON BILLS OF
LADING - M/V PENGALL

733a

PX24

BILL OF LADING

IFORM BILL OF LADING 1946

approved by

The Documentary Co[illegible]l of The Baltic and International Maritime Conference.

To be used with Charter-Parties.

Code Name: Congenbill.

Shipped at Cleveland, Ohio
in apparent good order and condition by Nimpex International Inc.
of New York, N.Y. on board the good Vessel called the M.V. Pengal
for carriage to Antwerp, Belgium
or so near thereto as she may safely get, the following goods:

Franklin Nat[illegible]onal Letter of Credit U52460

Marks & Nos	
Weight in pounds Size thickness Number Heat Number	Cold Rolled Coils premier choix qualite Commercial material Non Recuit Non Huile. SAE 1008/1010 83 Coils 0.76 x 1000 MM 835.163 K.K.OS Freight Prepaid
/ Blue	Notify: S.A. Fabrique de Fer de Maubeuche 59 Louvroil (France)
	also Notify: Bos Hmans/Thoums in Antwerp, Belgium
	Outer wrappers athmosperically rust stained Outer wrappers slightly damaged Some bands Broken and/or missing

"United States law prohibits diversion of these commodities to the Soviet Bloc, Communist China, North Korea, Cuba, Albania, Macao, Hong Kong, Communist Controlled Areas of Viet Nam or Act Less. Copy, or Southern Rhodesia, Unless otherwise authorized by the United States."

(of which NONE on deck at Shippers' risk; the Carrier not being responsible for loss or damage howsoever arising) which are to be delivered in the like good order and condition at the aforesaid Port of Antwerp unto Order of Shipper or his or their Assign(s), he or they paying freight at the rate of xxxxxxxxxxxx (xxxxx xxxx xxxx per Charter-Party, dated March 5,1970*

All the terms, conditions, liberties, and exceptions of the Charter-Party are herewith incorporated. Except No Dispatch to Consignee

This Bill of Lading shall have effect subject to the provisions of any legislation relating to the carriage of goods by sea which incorporates the rules relating to Bills of Lading contained in the international Convention, dated Brussels 25th August, 1924 and which is compulsorily applicable to the contract of carriage herein contained. Such legislation shall be deemed to be incorporated herein, but nothing herein contained shall be deemed a surrender by the Carrier of any of its rights or immunities or an increase of any of its responsibilities or liabilities thereunder. If any term of this Bill of Lading be repugnant to any extent to any legislation by this clause incorporated, such term shall be void to that extent but no further. Nothing in this Bill of Lading shall operate to limit or deprive the Carrier of any statutory protection or exemption from, or limitation of, liability.

Weight, measure, quality, quantity, condition, contents and value unknown. SEE 3/3

Freight Advance.
Received on account of freight:

IN WITNESS whereof the Master or Agent of the said Vessel has signed Bills of Lading all of this tenor and date, any one of which being accomplished the others to be void.

New York, N.Y. the 27th May 19 70
World Shipping Inc. As Agent Only
by Authority of the Master

B/L No. 1

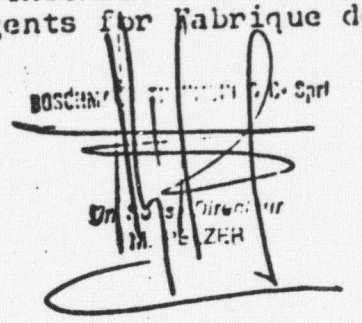
*Between Messers Ferrostal A.G. of Essen and Seven Seas Shipping Corp of New York

ORIGINAL

NIMPEX INTERNATIONAL INC.

734a

BOSCHMANS THOUMSIN & Cº SPRL.
only as agents for Fabrique de Fer de Maubeuge



735a

BILL OF LADING

UNIFORM BILL OF LADING 1946

approved by

The Documentary Council of The Baltic and International Maritime Conference.

To be used with Charter-Parties.

Code Name: Congenbill.

Shipped at Cleveland, Ohio
in apparent good order and condition by Nimpex International Inc.,
of New York, N.Y. on board the good Vessel called the M. V. Pengal
for carriage to Antwerp, Belgium
or so near thereto as she may safely get, the following goods:

Franklin National Letter of Credit U52460

Marks & Nos Weight in pounds Size thickness Number Heat Number	Cold Rolled Coils premier choix qualite Commercial material Non Rebut Non huile. SAE 1008/1010 41 Coils 0.96 x 1000 405.770 KILOS
// Blue	Freight Prepaid

Notify: S.A. Fabrique de Fer de Maubeuche
59 Louvroil (France) ✓

also Notify: Bos Hmans/Thoumsin
Antwerp, Belgium ✓

Outer wrappers athmosperically rust stained
Outer wrappers slightly damaged
Some bands broken and/or missing

[illegible]

(of which NONE on deck at Shippers' risk; the Carrier not being responsible for loss or damage howsoever arising) which are to be delivered in the like good order and condition at the aforesaid Port of Antwerp unto

Order of Shipper
or his or their Assign(s), he or they paying freight ~~at the rate of~~ as per Charter-Party, dated March 5,1970*
(~~say~~ ~~per~~ ~~xxxx~~)

All the terms, conditions, liberties, and exceptions of the Charter-Party are herewith incorporated. Except No Dispatch to Consignee

This Bill of Lading shall have effect subject to the provisions of any legislation relating to the carriage of goods by sea which incorporates the rules relating to Bills of Lading contained in the International Convention, dated Brussels 25th August, 1924 and which is compulsorily applicable to the contract of carriage herein contained. Such legislation shall be deemed to be incorporated herein, but nothing herein contained shall be deemed a surrender by the Carrier of any of its rights or immunities or an increase of any of its responsibilities or liabilities thereunder. If any term of this Bill of Lading be repugnant to any extent to any legislation by this clause incorporated, such term shall be void to that extent but no further. Nothing in this Bill of Lading shall operate to limit or deprive the Carrier of any statutory protection or exemption from, or limitation of, liability.

Weight, measure, quality, quantity, condition, contents and value unknown.

Freight Advance.
Received on account of freight:

IN WITNESS whereof the Master or Agent of the said Vessel has signed THREE 3/3 Bills of Lading all of this tenor and date, any one of which being accomplished the others to be void.

New York, N.Y. the 27th May 19 70

World Shipping Inc. As Agent only
by Authority of the Master

B/L No. 2

*Between Messers Forrostal A.G. of Essen and Seven Seas Shipping Corp of New York

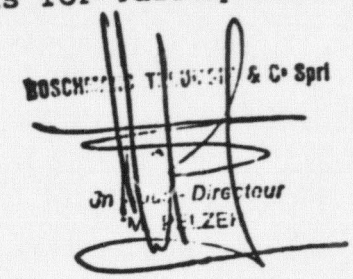
ORIGINAL

Mr. Arthur J. Klesmer

NIMPEX INTERNATIONAL INC.

7360

BOSCHMANS THOUMSIN & C° SPRL.
only as agents for Fabrique de Fer de Maubeuge



737a

BILL OF LADING

UNIFORM BILL OF LADING 1946

approved by

The Documentary Council of The Baltic and International Maritime Conference.

To be used with Charter-Parties.

Code Name: Congenbill.

Shipped at Cleveland, Ohio

in apparent good order and condition by Nimpex International Inc.

of New York, New York on board the good Vessel called the M.V. Pengal

for carriage to Antwerp, Belgium

or so near thereto as she may safely get, the following goods:

Franklin National Letter of Credit U52460

Marks & Nos	Cold Rolled Coils premier choix qualite
Weight in pounds	Commercial material Non Recuit Non huile.
Size thickness	SAE 1008/1010
Number	85 Coils 0.57 x 1000 MM 834.219 KILOS
Heat Number	Freight Prepaid
/// Blue	Notify: S.A. Fabrique de Fer de Maubeuche 59 Louvroil (France)

also Notify: Bos Hmans/Thoumin
Antwerp, Belgium

Outer wrappers athmosperically rust stained
Outer wrappers slightly damaged
Some bands broken and/or missing

[redacted]

(of which NONE) on deck at Shippers' risk; the Carrier not being responsible for loss or damage howsoever arising) which are to be delivered in the like good order and condition at the aforesaid Port of Antwerp unto Order of Shipper

or his or their Assign(s), he or they paying freight ~~at the rate of~~ ~~xxxxxxxxxx~~ ~~xxxx~~ ~~xxxx~~ ~~xxxxx~~ per Charter-Party, dated March 5, 1970*

All the terms, conditions, liberties, and exceptions of the Charter-Party are herewith incorporated. Except No Dispatch to Consignee

This Bill of Lading shall have effect subject to the provisions of any legislation relating to the carriage of goods by sea which incorporates the rules relating to Bills of Lading contained in the international Convention, dated Brussels 25th August, 1924 and which is compulsorily applicable to the contract of carriage herein contained. Such legislation shall be deemed to be incorporated herein, but nothing herein contained shall be deemed a surrender by the Carrier of any of its rights or immunities or an increase of any of its responsibilities or liabilities thereunder. If any term of this Bill of Lading be repugnant to any extent to any legislation by this clause incorporated, such term shall be void to that extent but no further. Nothing in this Bill of Lading shall operate to limit or deprive the Carrier of any statutory protection or exemption from, or limitation of, liability.

Weight, measure, quality, quantity, condition, contents and value unknown. THREE 0/0

Freight Advance.
Received on account of freight:

IN WITNESS whereof the Master or Agent of the said Vessel has signed Bills of Lading all of this tenor and date, any one of which being accomplished the others to be void.

New York, N.Y. 27th May 19 70

World Shipping Inc. the As Agent only
by Authority of the Master

B/L No. 3

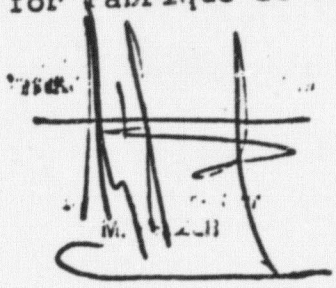
*Between Messers Ferrostal A.G. of Essen
and Seven Seas Shipping Corp. of New York

ORIGINAL

RINDEX INTERNATIONAL INC.

.738

BOSCHMANS THOUMSIN & Cº SPRL.
only as agents for Fabrique de Fer de Maubeuge



739a

BILL OF LADING

UNIFORM BILL OF LADING 1946

approved by

The Documentary Council of The Baltic and International Maritime Conference.

To be used with Charter-Parties.

Code Name: Congenbill.

Shipped at Cleveland, Ohio

in apparent good order and condition by Nimpex International Inc.

of New York, N.Y. on board the good Vessel called the M.V. Pengal

for carriage to Antwerp, Belgium

or so near thereto as she may safely get, the following goods:

Franklin National Letter of Credit U52460

Marks & Nos Weight in pounds Size thickness Number Heat Number	Cold Rolled Coils premier choix qualite Commercial material Non Recuit Non huile. SAE 1008/1010 57 Coils 0.71 x 1000 MM 522.335 KILOS
//// Blue	Freight Prepaid

Notify: S.A. Fabrique de Fer de Maubeuche
59 Louvroil (France)

also Notify: Bos Hmans/Thoums in
Antwerp, Belgium

Outer wrappers athmosperically rust stained
Outer wrappers slightly damaged
Some bands Broken and/or missing

"United States Law Prohibits Discussion Of These Commodities To Be Sold This Country Unless Such Terms Have Been Approved By Office Of Export Control, Washington, D.C. And Laws, Order, Or Regulations Thereof, Where Otherwise Authorized By The United States"

(of which NONE on deck at Shippers' risk; the Carrier not being responsible for loss or damage howsoever arising) which are to be delivered in the like good order and condition at the aforesaid Port of Antwerp unto Order of Shipper

or his or their Assign(s), he or they paying freight ~~at the Rate of~~ ~~copy~~ ~~per~~ as per Charter-Party, dated March 5, 1970*

All the terms, conditions, liberties, and exceptions of the Charter-Party are herewith incorporated. Except No Dispatch to Consignee

This Bill of Lading shall have effect subject to the provisions of any legislation relating to the carriage of goods by sea which incorporates the rules relating to Bills of Lading contained in the International Convention, dated Brussels 25th August, 1924 and which is compulsorily applicable to the contract of carriage herein contained. Such legislation shall be deemed to be incorporated herein, but nothing herein contained shall be deemed a surrender by the Carrier of any of its rights or immunities or an increase of any of its responsibilities or liabilities thereunder. If any term of this Bill of Lading be repugnant to any extent to any legislation by this clause incorporated, such term shall be void to that extent but no further. Nothing in this Bill of Lading shall operate to limit or deprive the Carrier of any statutory protection or exemption from, or limitation of, liability.

Weight, measure, quality, quantity, condition, contents and value unknown.

Freight Advance.
Received on account of freight:

IN WITNESS whereof the Master or Agent of the said Vessel has signed THREE 3/3 Bills of Lading all of this tenor and date, any one of which being accomplished the others to be void.

New York, N.Y. the 27th May 19 70

World Shipping Inc. As Agent only
by Authority of the Master

J. Reynolds

B/L No. 4

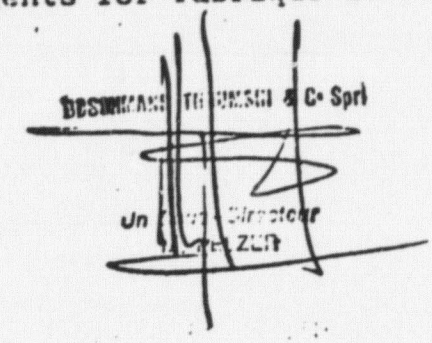
*Between Messers Ferrostal A.G. of Essen
and Seven Seas Shipping Corp. of New York

ORIGINAL

ZUNDEX INTERNATIONAL

740

BOSCHMANS THOUMSIN & C° SPRL.
only as agents for Fabrique de Fer de Maubeuge



PLAINTIFF'S EXH. 25
SIGNATURES ON BILLS OF
LADING - M/V W.H. SCHULTE

741a

PX25

BILL OF LADING

UNIFORM BILL OF LADING 1946

approved by
The Documentary Council of The Baltic and International Maritime Conference.
To be used with Charter-Parties.
Code Name: Congenbill.

Shipped at Camden (Philadelphia)
in apparent good order and condition by Wimpex International Inc.
of New York, N.Y. on board the good Vessel called the M.H. Schulte
for carriage to Antwerp, Belgium
or so near thereto as she may safely get, the following goods:
Franklin National Letter of Credit U52215

Marks & Nos Gross Weight Size in MM (Thickness & Width) Coil Number Heat Number	Cold Rolled Coils premier choix qualite Commercial material Non Recuit Non huile. 129 Coils 0.71 x 1002 MM 1,070.763 M.T. Freight - Prepaid
/ Red // Blue	Notify: S.A. Fabrique de Fer De Maubeuche B.P. 100, 59 Maubeuge (France) also notify: Thoumsin, Antwerp.

"United States Law Prohibits Diversion Of Ports Cargo Ship To The United States, Cuba, Communist China, North Korea, North Viet Nam, Germany (Controlled Area of West Germany) And Iran, Iraq, Or Destination Behind The Iron Curtain, Unless Authorized By The United States Government."

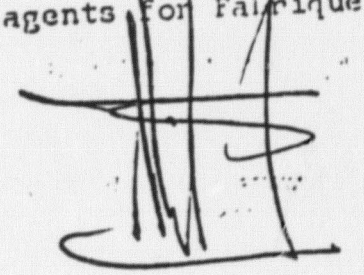
(of which NONE on deck at Shippers' risk; the Carrier not being responsible for loss or damage howsoever arising) which are to be delivered in the like good order and condition at the aforesaid Port of Antwerp unto Order of Shipper or his or their Assign(s), he or they paying freight at the rate of ~~XXXX

742a

KIMPEX INTERNATIONAL INC.

Martin J. Klesmick

BOSCHMANS THOUMSIN & Cº SPRL.
only as agents for Fabrique de Fer de Maubeuge



U87166

743a

BILL OF LADING

UNIFORM BILL OF LADING 1946

approved by

The Documentary Council of The Baltic and International Maritime Conference.

To be used with Charter-Parties.

Code Name: Coegwill.

Shipped at Camden (Philadelphia)

in apparent good order and condition by Nimpex International Inc.

on board the good Vessel called the J.H. Schulte

of New York, N.Y.

for carriage to Antwerp, Belgium

or so near thereto as she may safely get, the following goods:

Franklin National Letter of Credit US2215

Marks & Nos	
	Cold Rolled Coils premier choix qualite Commercial material Non Recuit Non huile
Gross Weight Size in MM (Thickness & Width) Coil Number Heat Number	37 Coils 1.45 x 1002 MM 299,819 KILOS
	Freight - Prepaid
/ Red // White	Notify: S.A. Fabrique de Fer de Maubeuche B.P. 100, 59 Maubeuge (France)
	also notify: Thoumsin, Antwerp

"United States Law Prohibits Shipments Of Such Commodities To The Soviet Bloc, Communist China, North Korea, Outlying China Areas, Communist Controlled Areas of Viet Nam And Laos, Cuba, Or Southern Rhodesia, Unless Otherwise Authorized By The United States"

(of which None on deck at Shippers' risk; the Carrier not being responsible for loss or damage howsoever arising) which are to be delivered in the like good order and condition at the aforesaid Port of Antwerp unto Order of Shipper or his or their Assign(s), he or they paying freight at the rate of (say xxx per xxx) as per Charter-Party, dated March 5, 1970* and March 11, 1970**

All the terms, conditions, liberties, and exceptions of the Charter-Party are herewith incorporated. Except No Dispatch to Consignee

This Bill of Lading shall have effect subject to the provisions of any legislation relating to the carriage of goods by sea which incorporates the rules relating to Bills of Lading contained in the International Convention, dated Brussels 25th August, 1924 and which is compulsorily applicable to the contract of carriage herein contained. Such legislation shall be deemed to be incorporated herein, but nothing herein contained shall be deemed a surrender by the Carrier of any of its rights or immunities or an increase of any of its responsibilities or liabilities thereunder. If any term of this Bill of Lading be repugnant to any extent to any legislation by this clause incorporated, such term shall be void to that extent but no further. Nothing in this Bill of Lading shall operate to limit or deprive the Carrier of any statutory protection or exemption from, or limitation of, liability.

Weight, measure, quality, quantity, condition, contents and value unknown.

Freight Advance. Received on account of freight:

IN WITNESS whereof the Master or Agent of the said Vessel has signed Bills of Lading all of this tenor and date, any one of which being accomplished the others to be void.

New York, N.Y. the 31st March 19 /

Texas Transport & Terminal as Agents only

by Authority of the Master J Reynolds

B/L No. 2

*Between Messers Forrostal A.G. of Essen and Seven Seas Shipping Corp. of New York

** Between Schulte Bruns and Messrs. H. Clans & Co.

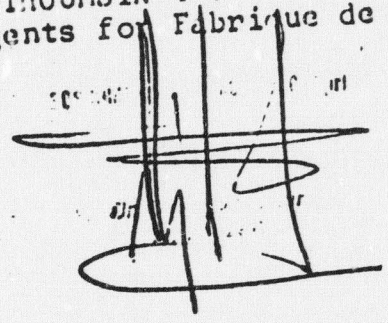
ORIGINAL /

KIMPEX INTER...

Martin D. Resnick

744c

BOSCHMANS THOUMSIN & Cº SPRL.
only as agents for Fabrique de Fer de Maubeuge



745a

BILL OF LADING

UNIFORM BILL OF LADING 1946

approved by

The Documentary Council of The Baltic and International Maritime Conference.

To be used with Charter-Parties.

Code Name: Congenbill.

Shipped at Camden (Philadelphia)

in apparent good order and condition by Nimpex International Inc.

of New York, N.Y. on board the good Vessel called the W.H. Schulte

for carriage to Antwerp Belgium

or so near thereto as she may safely get, the following goods:

Franklin National Letter of Credit U52215

Marks & Nos Gross Weight Size in MM (Thickness & Width) Coil Number Heat Number	Cold Rolled Coils premier choix qualite Commercial material Non Recuit Non Huile. 42 Coils 1.20 x 1002 MM 411.354 KILOS
/ RED // BLACK	Freight Prepaid Notify: S.A. Fabrique de Fer de Maubeuche B.P. 100, 59 Maubeuge (France) Also Notify: Thoumsin, Antwerp.

"Unless Under Any Applicable Exemption Or Term Commodities To Be Sold, Shipped, Transported, Delivered, Diverted, Transshipped, Reexported, Or Otherwise Disposed Of In Any Manner Contrary To The Export Control Act Of 1949 And Regulations Thereunder, Or Any Other Applicable Law Of The United States, Or Any Applicable Law Of Any Foreign Country Or Jurisdiction, Including Without Limitation, Those Laws Of Any Country Or Jurisdiction Which Prohibit Or Restrict Trade With Or Travel To Or From Cuba, North Korea, Vietnam, Hong Kong, Cambodia, Angola, Mozambique, Laos, Cuba, Or Southern Rhodesia, Unless Otherwise Authorized By The United States And Law, China, Or Southern Rhodesia, Unless Otherwise Authorized By The United States."

None

(of which on deck at Shippers' risk; the Carrier not being responsible for loss or damage howsoever arising) which are to be delivered in the like good order and condition at the aforesaid Port of Antwerp unto

Order of Shipper

or his or their Assign(s), he or they paying freight at the rate of ~~XXXXXXXXXX~~

(~~say~~ ~~XXX~~ per ~~XXX~~ ~~XXX~~ per Charter-Party, dated March 5, 1970 and March 11, 1970**

All the terms, conditions, liberties, and exceptions of the Charter-Party are herewith incorporated. Except No Dispatch to Consignee

This Bill of Lading shall have effect subject to the provisions of any legislation relating to the carriage of goods by sea which incorporates the rules relating to Bills of Lading contained in the International Convention, dated Brussels 25th August, 1924 and which is compulsorily applicable to the contract of carriage herein contained. Such legislation shall be deemed to be incorporated herein, but nothing herein contained shall be deemed a surrender by the Carrier of any of its rights or immunities or an increase of any of its responsibilities or liabilities thereunder. If any term of this Bill of Lading be repugnant to any extent to any legislation by this clause incorporated, such term shall be void to that extent but no further. Nothing in this Bill of Lading shall operate to limit or deprive the Carrier of any statutory protection or exemption from, or limitation of, liability.

Weight, measure, quality, quantity, condition, contents and value unknown.

Freight Advance.
Received on account of freight:

IN WITNESS whereof the Master or Agent of the said Vessel has signed Bills of Lading all of this tenor and date, any one of which being accomplished the others to be void.

New York, N.Y. the 21st March 19

B/L No. 3

Texas Transport & Terminal Co.
only
by Authority of the Master

*Between Messrs Ferrostal A.G. of Essen and Seven Seas Shipping Corp of New York

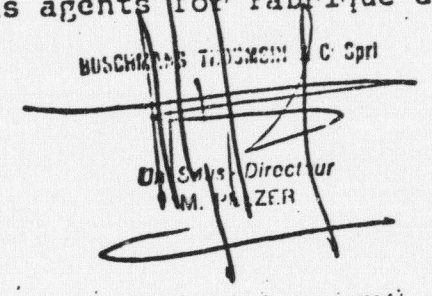
** Between Schulte Bruns and Messrs. H. Glanr & Co.

ORIGINAL

Martin J. Hanrahan

D46

BOSCHMANS THIOUNSIN & Cº SPRL.
only as agents for Fabrique de Fer de Maubeuge



U87166

747a

BILL OF LADING

UNIFORM BILL OF LADING 1946

approved by

The Documentary Council of The Baltic and International Maritime Conference.

To be used with Charter-Parties.

Code Name: Congenbill.

Shipped at Camden (Philadelphia)

in apparent good order and condition by Nimpex International Inc.

on board the good Vessel called the W.H. Schulte

of New York, N.Y.

for carriage to Antwerp Belgium

or so near thereto as she may safely get, the following goods:

Franklin National Letter of Credit U52215

Marks & Nos Gross Weight Size in MM (Thickness & Width) coil Number Heat Number / Red // Yellow	Cold Rolled Coils premier choix qualite Commercial material Non Recuit Non huile. 93 Coils 0.85 x 1002 MM 864.660 KILOS Freight Prepaid Notify: S.A. Fabrique de Fer de Maubeuche B.P. 100, 59 Maubeuge (France) Also Notify: Thoumsin, Antwerp.

"United States Law Prohibits Discharge Of Cargo Carried On The United States Flag Com
mand Ships, North Korea, Mainland China, North Vietnam, Communist Controlled Areas of Viet Nam
And Laos, Cuba, Or Southern Rhodesia, Unless Otherwise Authorized By The United States"

(of which None on deck at Shippers' risk; the Carrier not being responsible for loss or damage howsoever arising) which are to be delivered in the like good order and condition at the aforesaid Port of Antwerp unto

Order of Shipper

or his or their Assign(s), he or they paying freight ~~for the same~~ as per Charter-Party, dated March 5, 1970* and March 11, 1970**

~~xxxxx~~ ~~xxx~~ ~~xxx~~

All the terms, conditions, liberties, and exceptions of the Charter-Party are herewith incorporated. Except No Dispatch to Consignee

This Bill of Lading shall have effect subject to the provisions of any legislation relating to the carriage of goods by sea which incorporates the rules relating to Bills of Lading contained in the International Convention, dated Brussels 25th August, 1924 and which is compulsorily applicable to the contract of carriage herein contained. Such legislation shall be deemed to be incorporated herein, but nothing herein contained shall be deemed a surrender by the Carrier of any of its rights or immunities or an increase of any of its responsibilities or liabilities thereunder. If any term of this Bill of Lading be repugnant to any extent to any legislation by this clause incorporated, such term shall be void to that extent but no further. Nothing in this Bill of Lading shall operate to limit or deprive the Carrier of any statutory protection or exemption from, or limitation of, liability.

Weight, measure, quality, quantity, condition, contents and value unknown.

Freight Advance.
Received on account of freight:

IN WITNESS whereof the Master or Agent of the said Vessel has signed Bills of Lading all of this tenor and date, any one of which being accomplished the others to be void.

New York, N.Y. the 31st March 1970

B/L No. 4

Tomas Transport & Terminal as agent on behalf
by Authority of the Master

*Between Messors Ferrostal A.G. of Essen and Seven Seas Shipping Corp. of New York

** Between Schulte Bruns and Messrs. H. Clanr & Co.

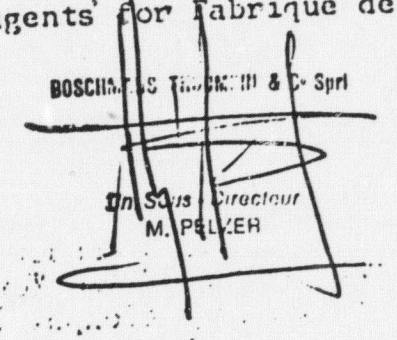
ORIGINAL

RINALDI INTERNATIONAL INC.

Martin J. Rinaldi

748

BOSCHMANS THOUMSIN & C° SPRL.
only as agents for Fabrique de Fer de Maubeuge



BEST COPY AVAILABLE

744a

DEFENDANT POLARLAND EXH. B
W. K. WEBSTER CHECK

W. K. WEBSTER & Co.
LONDON, E.C.3.

70-05-08

THE CHASE MANHATTAN BANK
National Association
Woolgate House, Coleman Street, London, E.C.2.

DATE	PAY TO THE ORDER OF	TRANS CODE	CURR CODE	AMOUNT
2JUL71	POSCHMANS THOUMSIN	0 0	9 6	$ 63,146.07

Six dollars

2615

"033822" 70"0508": 4500 4092"

DE14781/L "POLARLAND" Pg. 73.35 $51059-34 £31461-87
DE14180/L

750a

DEFENDANT'S
EXHIBIT
U. S. DIST. COURT
S. D. OF N. Y.

Bid

EPI-MI—12-8-73-10M-1510

(payez à l'ordre de la FABRIQUE
DE FER DE MAUBEUGE, Louvroil.

BOSCH, LANG, THOUMSIN & Cie SPRL
Un Gérant

PAYEZ A L'ORDRE DE .....
CREDIT DU NORD .....
..... VALEUR EN COMPTE
LE ..... 12 JUILLET 19 71

Payez à l'ordre de
THE CHASE MANHATTAN BANK à LONDRES
Valeur en compte
MAUBEUGE, le 12 JUILLET 1971
CRÉDIT DU NORD
Succursale de Maubeuge

GREAT LAKES INTERNATIONAL CORP.

OUTWARD CARGO LIST

POLARLAND EXH. D
OUTWARD CARGO MANIFEST
(MATES RECEIPT)

SHIPPER	PORT	MARKS	NUMBER AND KIND	CONTENTS	WEIGHT	MEASURE	LOADED AT	DISCHARGED AT	QUANTITY	EXCEPTIONS AND OR NOTATIONS
[illegible]	[illegible]	3313-3 [illegible]	6 [illegible]	[illegible]	11[illegible]				[illegible]	[illegible]
[illegible]	[illegible]	3312-3 [illegible]	4 [illegible]	[illegible]	7,[illegible]				[illegible]-752732	[illegible]
" "	" "	3310-3 [illegible]	3 [illegible]	" " "	153,030				[illegible]-26	Some Dunds Stain other Grain and Seed.
" "	" "	3313-3 [illegible]	10 [illegible]	" " "	[illegible]				[illegible]322	" " "
" "	" "	3310-3 WA[illegible]	6 [illegible]	" " "	116,630				[illegible]5977	" " "
" "	" "	3313-1 [illegible]	8 [illegible]	" " "	173,630				[illegible]17712	" " "
" "	" "	3313-1 WA[illegible]	8 [illegible]	" " "	175,349				[illegible]9103	" " "
" "	" "	3313-1 [illegible]	8 [illegible]	" " "	177,779				[illegible]17763	" " "
" "	" "	3314-1 WA[illegible] 3313-1 [illegible]	3 [illegible] 6 [illegible]	" " " " " "	24,130 152,[illegible]				[illegible]15329	" " "
" "	" "	3314-1 [illegible]	8 [illegible]	" " "	173,[illegible]				[illegible]15[illegible]2	" " "
" "	" "	3314-1 [illegible]	10 [illegible]	" " "	171,[illegible]				[illegible]15332	" " "
" "	" "	3311-3 [illegible]	10 [illegible]	" " "	147,[illegible]				[illegible]7063	" " "
" "	" "	3314-1 [illegible] 3313-1 [illegible]	4 [illegible] 2 [illegible]	" " " " " "	144,710 ([illegible])965 36,[illegible]				[illegible]15342	" " "
" "	" "	3313-1 [illegible]	8 [illegible]	" " "	177,[illegible]				[illegible]47	" " "
" "	" "	3313-3 [illegible] 3314-1 [illegible]	2 [illegible] [illegible]	" " " " " "	171,[illegible] [illegible]				[illegible]4[illegible]	" " "
" "	" "	3314-3 [illegible] 3314-1 [illegible]	4 [illegible] 4 [illegible]	" " " " " "	77,[illegible]				[illegible]024	" " "

[illegible]

17-4

GREAT LAKES INTERNATIONAL CORP.

OUTWARD CARGO LIST

VESSEL	VOYAGE NUMBER	CARGO									
DATE OF SAILING	SHIPPER	PORT	MARKS	NUMBER AND KIND	CONTENTS	WEIGHT	MEASURE	STEVEDORE LH	STEVEDORE TD	QUANTITY	EXCEPTIONS AND OR NOTATIONS

GREAT LAKES INTERNATIONAL CORP.

OUTWARD CARGO LIST

VESSEL	VOYAGE NUMBER	CARGO	WEIGHT	MEASURE	LOADED AT	DISCHARGED AT	CONSIGNED	DATE COMPLETED 5-19	EXCEPTIONS AND OR NOTATIONS
[illegible]	[illegible]	[illegible]	150,000				[illegible]127		Detroit Lime Calcium Plus Hydrated Lime
" "	" "	3312-3 WHITE	151,445				[illegible]417		Lime Bindy Rock for agric. drying and binding
" "	" "	3312-3 WHITE	53,173				723-385413	"	"
		3311-3 WHITE	75,115						
" "	" "	3311-3 WHITE	116,543				721-377217	"	"
		3308-2 WHITE	14,003						
		3310-3 WHITE	10,210						
" "	" "	3312-3 WHITE	157,[illegible]				536-36723	"	"
" "	" "	3311-3 WHITE	120,445				[illegible]1227	"	"
		TOTAL WHITE	5,332,[illegible]						
		[illegible]							
		[illegible] TONS	2714						
		LESS TIES	2671						

753a

7540

GREAT LAKES INTERNATIONAL CORP.

103 ERIESIDE AVENUE
CLEVELAND, OHIO 44114

INVOICE NO. 7095

DATE JUNE 9, 1970

DEFENDANT POLARLAND EXH. F
GREAT LAKES INVOICE 7095

SEVEN SEAS
745 FIFTH AVE.
NEW YORK, NEW YORK

LOADING MAY 11-19, 1970

TERMS:

M/V	VOYAGE	DOCK	DATE
POLARLAND			

B/L	COMMODITY	WEIGHT	CUBIC		B/UNITS	RATE	REVENUE
NIMPEX	299 COLD ROLLED COILS	5,984,270	-----	COILS	2671,549	2.50	6,678.87

F117

LDT 6-10-71 R

GREAT LAKES INTERNATIONAL CORP.

103 ERIESIDE AVENUE
CLEVELAND, OHIO 44114

INVOICE NO. 7436

DATE 8-14-70

SEVEN SEAS SHIPPING
745 FIFTH AVENUE
NEW YORK, NEW YORK

DEFENDANT POLARLAND EXH. G
GREAT LAKES INVOICE 7436

LOADING MAY 11-19, 1970

TERMS:

M/V	VOYAGE	DOCK	DATE
POLARLAND			

TERMINAL CHARGES PER OUR MARINE TERMINAL TARIFF #T-1794-3

WHARFAGE 2,671.549 LONG TONS @ .50 PER LONG TON $ 1,335.77

LDT 6.10.70

GREAT LAKES INTERNATIONAL CORP.

103 ERIESIDE AVENUE
CLEVELAND, OHIO 44114

INVOICE NO. 7085

DATE JUNE 9, 1970

7560

SEVEN SEAS
745 FIFTH AVE.
NEW YORK, NEW YORK

DEFENDANT POLARLAND EXH. H
GREAT LAKES INVOICE 7085

LOADING MAY 11-19,1970

TERMS:

M/V	VOYAGE	DOCK	DATE
POLARLAND			

EXTRA SERVICE CHARGES

EXTRA SERVICES PER EXTRA SERVICE SHEET #	1	677.03
	2	951.34
	3	364.95
	4	729.90
	5	489.72
	6	917.04
	7	490.26
TOTAL FOR INVOICE		4,620.24

235.36
438.88

F117

DUPLICATE

DX 16-B

757a

DEFENDANT POLARLAND EXH. K
LETTER, GREAT LAKES
TO SEVEN SEAS

July 13, 1970

Seven Seas Shipping Corp.
745 Fifth Ave.
New York, New York

ATT: Capt. Jones

RE: M/V Polarland
Invoice #36629 for $26.17
Invoice #36788 for $12,104.24

Dear Sir:

Reference is made to the above mentioned invoice.

Please be advised that these charges are being credited off of your account. These charges are being rebilled to Phillip Bros. in compliance with your letter. We hope this will not cause you any inconvenience.

Sincerely,

Larry D. Gregg
Office Manager

LDG/amf

cc:LG
cc:MF

P. K

POLARIS Ex. P
CONTRACTS BETWEEN MOLENA
TRUST, FERROSTAAL, AND
RICH AMLIE

1386-479

Form 130—Printed in U.S.A. and Sold by Wm. A. Co., Inc., 21 Beaver St., New York 11 (1913)

GENCON

Time Charter

GOVERNMENT FORM

Approved by the New York Produce Exchange

November 6th, 1913—Amended October 20th, 1921; August 6th, 1931; October 3rd, 1946

This Charter Party, made and concluded in Stockholm the 5th day of March 1970

Between Molena Trust Incorporated, Panamachartered Owners (Hereinafter Owners)

Owners of the good Normanjan Steamship Co. AS of Haugesund, Norway

of 12,277 tons gross register, and C.T.O. tons net register, having engines of indicated horse power

and with hull, machinery and equipment in a thoroughly efficient state, and classed

at Norwegian Veritas about 520,000 cubic feet bale capacity and about 20,000 tons of 2240 lbs.

deadweight capacity (cargo and bunkers, including fresh water and stores not exceeding one and one-half percent of ship's deadweight capacity

allowing a minimum of fifty tons) on a draft of 31 feet 2 1/2 inches on Summer freeboard, inclusive of permanent bunkers

which are of the capacity of about tons of fuel, and capable of steaming, fully laden, under good weather

conditions about 12 knots on a consumption of about tons of

now trading

and Messrs. Ferrostaal AG Charterers of the City of Essen

Witnesseth, That the said Owners agree to let, and the said Charterers agree to hire the said vessel, from the time of delivery, for

min. 11 upto max. 12 months D/C in Charterers option

Charterers to have liberty to sublet the vessel for all or any part of the time covered by this Charter, but Charterers remaining responsible for the fulfilment of this Charter Party.

Vessel to be placed at the disposal of the Charterers, at Lisbon/Piraeus range, open at Eleusis or La Spezia in Owners option

estimated end March/April, 1970

In such dock or at such wharf or place (where she may safely lie, always afloat, at all times of tide, except as otherwise provided in clause No. 6) as

Charterers may direct. If such dock, wharf or place be not available time to count as provided for in clause No. 5. Vessel on her delivery to be

ready to receive cargo with clean-swept holds and tight, staunch, strong and in every way fitted for the service, having water ballast, winches and

donkey boiler with sufficient steam power, or if not equipped with donkey boiler, then other power sufficient to run all the winches at once, and

time and with full complement of officers, seamen, engineers and firemen for a vessel of her tonnage, to be employed, in carrying lawful merchan-

dise, including petroleum and its products, in proper containers, excluding Heavy Grain, Iron Ore

Vessel is not to be employed in the carriage of Live Stock. The Charterers are to have the privilege of shipping a supercargo who is to be victualled at the Charterers' expense but

all necessary victualling and other requirements to be procured at Charterers' expense in such lawful trades between safe ports and/or

Mediterranean/Scandinavian/Baltic/Black Sea ports

Libya, Algeria, Morocco, Spain, Portugal, Israel, Lebanon, Syria, Egypt, Turkey, Cyprus, Greece, Italy, France, Yugoslavia, Rumania, Bulgaria, Albania, Malta, Tunisia, Gibraltar, Canary Islands, Madeira, Azores, Iceland, Ireland, Great Britain, Holland, Belgium, Germany, Denmark, Sweden, Norway, Finland, Poland, Russia, Estonia, Latvia, Lithuania, Morocco, Atlantic Islands, Cape Verde, Virginia, North Carolina, Canada, Newfoundland, Labrador, within Institute Warranty Limits

2. That the Charterers shall provide and pay for all the fuel except as otherwise agreed, Port Charges, Pilotages, Agencies, Commissions, Consular Charges (except those pertaining to the Crew) and all other usual expenses except those before stated, but when the vessel puts into a port for cause for which vessel is responsible, then all such charges incurred shall be paid by the Owners. Fumigations ordered because of cargoes carried or ports visited while vessel is employed under this charter to be for Charterers account. All other fumigations to be for Charterers account after vessel has been on charter for a continuous period of six months or more.

Charterers are to provide necessary dunnage and shifting boards, also any extra fittings requisite for a special trade or unusual cargo, but Owners to allow them the use of any dunnage and shifting boards already aboard vessel. Charterers to have the privilege of using shifting boards for cubbers, they making good any damage thereto.

3. [illegible]

4. That the Charterers shall pay for the use and hire of the said Vessel at the rate of [illegible] per ton per calendar month, payable in cash in United States Currency per ton on vessel's total deadweight carrying capacity, including bunkers and stores, on [illegible] summer freeboard, per Calendar Month, commencing on [illegible] and after the same rate for any part of a month; hire to continue until the hour of the day of her re-delivery in the good order and condition, ordinary wear and tear excepted, to the Owners (unless lost) at [illegible] Italy, unless otherwise mutually agreed. Charterers are to give Owners not less than [illegible] days notice of vessel's expected date of re-delivery, and probable port, and [illegible] days def. notice.

5. Payment of said hire to be made [illegible] in cash in United States Currency, semi-monthly in advance, and for the last half month or part of same the approximate amount of hire, and should same not cover the actual time, hire is to be paid for the balance day by day, as it becomes due, if so required by Owners, unless bank guarantee or deposit is made by the Charterers, otherwise failing the punctual and regular payment of the hire, or bank guarantee, or on any breach of this Charter Party, the Owners shall be at liberty to withdraw the vessel from the service of the Charterers, without prejudice to any claim they (the Owners) may otherwise have on the Charterers. Time to count from 7 a.m. on the working day following that on which written notice of readiness has been given to Charterers or their Agents before 4 p.m., but if required by Charterers, they to have the privilege of using vessel at once, such time to count as hire.

Cash for vessel's ordinary disbursements at any port may be advanced as required by the Captain, by the Charterers or their Agents, subject to [illegible] per cent commission, and such advances shall be deducted from the hire. The Charterers, however, shall in no way be responsible for the application of such advances. [illegible] Owners disbursements [illegible] to be deducted from hire [illegible].

6. That the cargo or cargoes be laden and/or discharged in any dock or at any wharf or place that Charterers or their Agents may direct, provided the vessel can safely lie always afloat at any time of tide, except at such places where it is customary for vessels to safely lie aground.

7. That the whole reach of the Vessel's Hold, Decks, and usual places of loading (not more than she can reasonably stow and carry), also accommodations for Supercargo, if carried, shall be at the Charterers' disposal, reserving only proper and sufficient space for ship's officers, crew, tackle, apparel, furniture, provisions, stores and fuel. Charterers have the privilege of [illegible] Cabins [illegible] paying Owners [illegible] per day, per person, and the accommodation and victualling are to be [illegible] Charterers [illegible] Owners [illegible] for [illegible] No passengers.

8. That the Captain shall prosecute his voyages with the utmost despatch, and shall render all customary assistance with ship's crew and boats. The Captain (although appointed by the Owners), shall be under the orders and directions of the Charterers as regards employment and agency; and Charterers are to load, stow, trim, tally, and discharge the cargo at their expense under the supervision of the Captain, who is to sign Bills of Lading for cargo as presented, in conformity with Mate's or Tally Clerk's receipts.

9. That if the Charterers shall have reason to be dissatisfied with the conduct of the Captain, Officers, or Engineers, the Owners shall on receiving particulars of the complaint, investigate the same, and, if necessary, make a change in the appointments.

10. That the Charterers shall have the option to appoint a Supercargo, who shall accompany the Vessel and see that voyages are prosecuted with the utmost despatch. He is to be furnished with free accommodation, and same fare as provided for Captain's table, [illegible] at the rate of $[illegible] per day. Owners to victual Pilots and Customs Officers, and also, when authorized by Charterers or their Agents, to victual Tally Clerks, Stevedore's Foreman, etc. Charterers paying at the [illegible] per meal, for all such victualling.

11. That the Charterers shall furnish the Captain from time to time with all requisite instructions and sailing directions, in writing, and the Captain shall keep a full and correct Log of the voyage or voyages, which are to be patent to the Charterers or their Agents, and furnish the Charterers, their Agents or Supercargo, when required, with a true copy of daily Logs, showing the course of the vessel and distance run and the consumption of fuel.

12. That the Captain shall use diligence in caring for the ventilation of the cargo.

13. [illegible]

14. That [illegible]

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See Clause 40

16. That in the event of the loss of time [illegible] fire, breakdown or damages to hull, machinery or equipment, grounding, detention by average accidents to ship or cargo, drydocking for the purpose of examination or painting bottom, or by any other cause preventing the full working of the vessel, the payment of hire shall cease for the time thereby lost; and if upon the voyage the speed be reduced by defect in or breakdown of any part of her hull, machinery or equipment, the time so lost, and the cost of any extra fuel consumed in consequence thereof, and all extra expenses shall be deducted from the hire. See Clause 41

16. That should the Vessel be lost, money paid in advance and not earned (reckoning from the date of loss or being last heard of) shall be returned to the Charterers at once. The act of God, enemies, fire, restraint of Princes, Rulers and People, and all dangers and accidents of the Seas, Rivers, Machinery, Boilers and Steam Navigation, and errors of Navigation throughout this Charter Party, always mutually excepted.

The vessel shall have the liberty to sail with or without pilots, to tow and to be towed, to assist vessels in distress, and to deviate for the purpose of saving life and property.

17. That should any dispute arise between Owners and the Charterers, the matter in dispute shall be referred to three persons at New York, one to be appointed by each of the parties hereto, and the third by the two so chosen; their decision or that of any two of them, shall be final, and for the purpose of enforcing any award, this agreement may be made a rule of the Court. The Arbitrators shall be commercial men.

18. That the Owners shall have a lien upon all cargoes, and all sub-freights for any amounts due under this Charter, including General Average contributions, and the Charterers will not endeavour to prevent the Owners from exercising such lien. Should any cargo be shipped by the Charterers or their agents without the Owners' consent or agency, the Owners shall have a lien upon such cargo for all moneys paid in advance and not earned, and for freight, dead freight and demurrage. Should any lien or encumbrance incurred by the Charterers remain unsatisfied after the Vessel has been delivered to the Owners, the Charterers will not object, and permit to be continued, any lien or encumbrance incurred by the Owners which may have priority over the title and interest of the owners in the vessel.

19. That all derelicts and salvage shall be for the Owners' and Charterers' joint benefit after deducting Owners' and Charterers' respective and Crew's proportion. General Average shall be adjusted, stated and settled, according to [illegible] York-Antwerp Rules, 1924, at such port or place in the United States as may be selected by the carrier, and as to matters not provided for by these Rules, according to the laws and usages at the port of New York. In such adjustment disbursements in foreign currencies shall be exchanged into United States money at the rate prevailing on the dates made and allowances for damage to cargo claimed in foreign currency shall be converted at the rate prevailing on the last day of discharge at the port or place of final discharge of such damaged cargo from the ship. Average agreement or bond and such additional security, as may be required by the carrier, must be furnished before delivery of the goods. Such cash deposit as the carrier or his agents may deem sufficient as additional security for the contribution of the goods and for any salvage and special charges thereon, shall, if required, be made by the goods, shippers, consignees or owners of the goods to the carrier before delivery. Such deposit shall, at the option of the carrier, be payable in United States money and be remitted to the adjuster. When so remitted the deposit shall be held in a special account at the place of adjustment in the name of the adjuster pending settlement of the General Average and refunds or credit balances, if any, shall be paid in United States money.

[illegible]

Provisions as to General Average in accordance with the above are to be included in all bills of lading issued hereunder.

20. Fuel used by the vessel while off hire, also for cooking, condensing water, or for grates and stoves to be agreed to as to quantity, and the cost of replacing same, to be allowed by Owners.

21. [illegible]

Re [illegible] China rated

22. Owners shall maintain the gear of the ship as fitted, providing gear (for all derricks) capable of handling lifts up to [illegible] also providing ropes, falls, slings [illegible]. If vessel is fitted with derricks capable of handling heavier lifts, Owners are to provide necessary gear for same, otherwise equipment and gear for heavier lifts shall be for Charterers' account. Owners also to provide on the vessel [illegible] for night work, and [illegible] but any additional lights over those on board to be at Charterers' expense. The [illegible] Charterers to have the use of any gear on board the vessel.

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allowed 2 (three) winchmen from crew during day and night. If overtime required, then Charterers will pay for it, [illegible] winchmen not obtainable.

23. Vessel to work night and day, if required by Charterers, and all winches to be at Charterers' disposal during loading and discharging; steamer to provide [illegible] steam winches or pay for shore engine, if required by Charterers, [illegible] If the rules of the port, or labor unions, prevent crew from driving winches, shore winchmen to be paid by Charterers. In the event of a shortage of winch or winches, or insufficient power to operate winches, Owners to pay for shore engine, or engines, in lieu thereof, if required, [illegible] cleaning and hire to be reduced proportionally to the number of winches [illegible]

24. It is also mutually agreed that this Charter is subject to all the terms and provisions of and all the exemptions from liability contained in the Act of Congress of the United States approved on the 13th day of February, 1893, and entitled "An Act relating to Navigation of Vessels, etc.," in respect of all cargo shipped under this charter to the extent to which the Carrier [illegible] to load, discharge, receive and carry the goods shipped hereunder, and shall take effect [illegible] Bills of Lading [illegible]

Both-to-Blame Collision Clause

If the ship comes into collision with another ship as a result of the negligence of the other ship and any act, neglect or default of the Master, mariner, pilot or the servants of the Carrier in the navigation or in the management of the ship, the owners of the goods carried hereunder will indemnify the Carrier against all loss or liability to the other or non-carrying ship or her owners in so far as such loss or liability represents loss of, or damage to, or any claim whatsoever of the owners of said goods, paid or payable by the other or non-carrying ship or her owners to the owners of said goods and set off, recouped or recovered by the other or non-carrying ship or her owners as part of their claim against the carrying ship or Carrier.

25. The vessel shall not be required to enter any ice-bound port, or any port where ice-ships have been or are about to be withdrawn by reason of ice, or where there is risk that in the ordinary course of things the vessel will not be able on account of ice to safely enter the port or to get out after having completed loading or discharging.

26. Nothing herein stated is to be construed as a demise of the vessel to the Time Charterers. The owners to remain responsible for the navigation of the vessel, insurance, crew, and all other matters, same as when trading for their own account.

27. A commission of 2½ per cent is payable by the Vessel and Owners to Frachtkontor Junge & Co, Hamburg and Nordstrom & Thulin Redericentur AB, Stockholm, for equal division on hire earned and paid under this Charter, and also upon any continuation or extension of this Charter.

28. [illegible] Charter.

Dy [illegible]

[illegible] Stockholm Charter Party in our possession. As.....For Owners

ADDENDA

Clauses 29 - 40, both inclusive, as attached hereto are deemed to be fully incorporated in this Charter Party.

FERROSTAAL
Ang.
Abt. Verifolgung

ESTABL. 1880
SVENSKA ROM & UNION
BOLAGEN

M/S DOLAPLATA

762a
Frachtcontor Junge & Co.
2 Hamburg 1, Ballindamm 17
Tel. 32 12 61, Telex Hammonia Hgbg Code 1896

ADDITIONAL CLAUSES TO CHARTER PARTY DATED STOCKHOLM 5th of MARCH, 1970

29. New Jason Clause and Both-to-Blame Collision Clause as attached hereto shall form part of this Charter Party and to be included in all Bills of Lading issued hereunder. All Bills of Lading are further subject to United States and Canadian Paramount Clause, as attached.

30. Owners to keep Charterers closely advised of Vessel's position.

31. Although it is agreed that Charterers are to redeliver the vessel in the same condition as on delivery, wear and tear excepted, it is the duty of the Master to inform Charterers as soon as he had discovered any stevedore damage, latest on completion of discharge. It is also the Master's duty to serve prompt notice of claim in writing upon a party responsible for any damage which can be ascertained.
Copies of such notices to be sent promptly to Charterers.

32. The Vessel is registered with Norwegian Veritas.

33. The Owners shall keep Charterers indemnified to the same extent that Owners would be if working the vessel for their own benefit in the trades in which the vessel is employed by the Charterers, against all such claims and risks as are covered by their Protection and Indemnity Association, Owners shall afford Charterers the benefits of any other association for defence or other purposes, in which the vessel may be entered, always understood as far as the rules of Owners' P. & I. Club and insurance policies allow. Any extra insurance premium to extend to Charterers Owners cover, to be for Charterers account.

34. If the country of the flag of the vessel becomes involved in a war with any of the major powers, the Owners and/or Charterers shall have the option of cancelling this Charter.

35. If required, by Charterers, the Master, the Charterers and/or their nominees or agents are hereby authorized by Owners to sign on Masters and/or Owners behalf, Bills of Lading according to Mate's receipts (x) without prejudice to this Charter Party.
(x) or Tally clerks

36. Description of Vessel:
Norwegian Flag, built 1966, About 20.050 Long tons dwat on abt. 21'0-1/4" sf
Abt. 859.000 cft grain in mainholds, Abt. 93.000 cft grain in bleeding wing tanks suitable for grain.
6 Holds/6 Hatches, all of following dimensions:
13,000 m x 11,240 m (44'7-1/2" x 36'10-1/4")
12 derricks, length 15 metres (49'2-1/2")
12 winches
Max. load 10 tons for single derrick rigged with double cargo runner
Derricks rigged in "Union Purchase" (coupled derricks):
load 5 tons, outreach from ships side 33'-9"
" 6 " " " " " 30'-0"
" 6,5" " " " " 19'-9"

2 Hamburg 1, [illegible]damm 17
Tel. [illegible], Telex [illegible]

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37. International Labour Organization Safety Clause

It is understood that, if necessary, vessel will comply with any safety regulations and/or requirements in effect at ports of loading and/or discharging, particularly the United States Department of Labour, Safety and Health Regulations set forth in part 3 of Federal Register. Although other provisions of this Time charter make it the responsibility of the Owners, it is agreed that should the vessel not meet the rules and regulations, Owners will make immediately corrective measures and that any stevedores' standby time and expense involved including off-hire will be for the Owners' account. Vessel has valid certificatesincluding cargo gear.

38. On-hire survey to be carried out in Charterers time and for Charterers account, off-hire survey to be carried out in Owners' time and for Owners' account.

39. Crews overtime to include the following services:

1. Raising and lowering derricks in preparation for loading and/or discharging.
2. Opening and closing hatches in preparation for loading and/or discharging, if permitted by local labour regulations.
3. Removing and replacing beams in preparation for loading and/or discharging.
4. Supervision of loading and/or discharging.
5. Maintaining steam while loading and/or discharging and care of winches.
6. Docking and undocking.
7. Bunkering
8. Officers and crew to shape up the vessels: hatch and derricks as much as possible prior to arrival at loading and/or discharging docks or place so as to immediately commence loading and/or discharging operations.

40. In line 97 after the words "loss of time" the following wording is to be inserted: "arising or resulting from any strike or work-stoppage by vessel's Master, Officers, or Seamen, whether practical or general, from deficiency or default of men, lockout of men or deficiency of or defect in stores, sickness of men, or accidents to any of the crew.

41. In line 101 after the words "from the hire" the following wording is to be inserted: "should the vessel change her intended voyage by reason of any of the aforementioned causes and put into any other ports than those to which she is bound under instructions of Charterers, the hire shall be suspended from the time of such change until the vessel is again in the same position and the voyage resumed therefrom.

42. In line 25 after the word "excluding" insert the following"arms, ammunition, asphalt, pitch, ammonium nitrate, explosives, logs, scrap, malm, acids, unless mutually agreed.

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43. Victualling

The Captain is to approve the victualling of authorized persons and proper vouchers signed by recipient of meals are to be submitted to Charterers for settlement. Authorized persons to include Pilots, Customs Officers, and when Authorized by Charterers or their agents, Tally Clerks, Stevedores Foremen.

44. Captain's co-operation with Charterers agents

Captain on behalf of the Charterers to initiate efficient port dispatch of Vessel by co-operation with Charterers agents and in event of delay in port for any reason, lack or ready berth or facilities for maximum efficiency for loading and/or discharging, bunkering, weather, shortage of shore labour, barges, wagons, trucks, railcars causing or threatening to cause delay in loading or discharging, shortage of pilots, towboats, necessity for stevedores overtime to maintain schedule, Captain is to telegraph Charterers immediately to request instructions.

45. Deviation

Should the vessel put back on a voyage by reason of an accident or breakdown, the hire shall be suspended plus value of bunker fuel consumed, from time of her putting back until she is again in the same position or a position equidistant and voyage resumed therefrom. Any deviation of vessel for purposes of crew deficiences or illness and/or vessel's business to be entirely for Owners' account including hire, fuel and port charges incurred.

46. The Charterers and Owners agreed that on delivery and redelivery about 100 tons IFO and about 30 tons diesel oil will be charged at the stipulated bunker prices, viz. US $ 14.00 for IFO and US $ 20.00 for diesel oil, whilst for the additional 150 tons IFO to comply with the special minimum 250 tons IFO, on delivery.

47. Present War Risk Insurance and Crew War Bonus to be for Owners' account. In the event of an increase in War Risk Insurance premium after delivery for the trade in which the vessel is engaged but based on vessel's present Hull and Machinery valuation of , to be for Charterers account. Any increase in Crew War Bonus after delivery caused by the trade in which vessel is engaged as recognized by Norwegian Government to be for Charterers' account.

48. Extra insurance for trading in Great Lakes for Charterers' account. Charterers' option trade vessel outside NWL against paying additional premium as may be charged by vessels Underwriters.

765a

DEFENDANT POLARLAND EXH. Q
SEVEN SEAS GREAT LAKES
CONTRACT

In consideration of the following rates and conditions Seven Seas Shipping agrees that Great Lakes International will be their exclusive Stevedore in the Port of Cleveland for the 1970 Season.

1. Great Lakes International will guarantee one berth will be available

2. Once gangs have worked on a ship we will not reduce the number of gangs unless directed by the Steamship Line or a breakdown of equipment forces us to stop working. Maximum 1 gang to a hold.

3. We will provide all gear necessary for normal stevedore operation.

4. Linesmen for Seven Seas account.

5.

	Seven Seas	guarantees 100,000 ton.
Steel coils	unload	$2.25
Steel coils	load	2.50
Plates bundled		3.75
Merchant steel		4.25
Wire rod		3.85

6. All provisions contained in Stevedore Tariff and Marine Terminal Tariff will apply.

7. Any rain time 1/2 hour or longer will be for the account of Seven Seas

766a

8. Extra Service will be for the account of Seven Seas .
A work order must be signed by responsible party (agent or thru New York office.)

9. Securing on Exports ships will be 10¢ a ton. This will be for normal securing as determined by National Cargo Bureau.

10/ There will be a premium of 10% on the rate per ton on all tonnage unloaded after 5PM Monday to Friday (holidays excluded) to pay for longshoreman's overtime.

11. Overtime Saturday - Sunday and Holidays account of Seven Seas or outside party ordering same.

12. Payment will be made no later than 30 days after invoice date.

13. Dockage and Wharfage for the account of Seven Seas . If the dockage or wharfage is lowered the difference to existing rates will be added to the tonnage rates submitted.

President Seven Seas Shipping

7 Seas

EXHIBIT
U. S. DIST. COURT
S. D. OF N. Y.

D

SEVEN SEAS EXH. D
FABRIQUE AMENDED
LETTER OF CREDIT

76,7a

(d) for ld.

NORD
000 francs
te 56 B 405
ILLE
IBEUGE
Téléphone : (20) 64.09.60 (5 lignes groupées)
Compte Chèques Postaux : Lille 141
Boite Postale 161

Comptoirs et Bureaux permanents :
AULNOYE AVESNES BAVAY
COUSOLRE FOURMIES HAUTMONT
HIRSON JEUMONT LANDRECIES
TRELON

Bureaux périodiques :
ANOR AUNEUIL-POURSOIN
CARTIGNIES ETREAUPONT
ETROEUNGT FEIGNIES LE NOUVION
PRISCHES SAINS-DU-NORD
SARS-POTERIES SOLRE-LE-CHATEAU

MAUBEUGE, le 25 MAI 1970

- RECOMMANDE -

S.A FABRIQUE DE FER DE MAUBEUGE
Boite Postale n° 100
59 - M A U B E U G E

V/réf. :

N/réf. Sce ETRANGER RN/PH

26 MAI 1970

Crédit documentaire n° 98.066 de $ US 385.000.- en faveur de
INTERBISEN STAHLHANDEL à DUESSELDORF

Messieurs,

En utilisation du crédit documentaire repris sous rubrique, nous avons l'honneur de vous remettre ci-contre, les documents suivants :

- 3/4 factures commerciales,
- 3 x 2/3 connaissements originaux,
- 3 x 3/4 listes de colisage,
- 1/2 certificat d'assurance.

Ce crédit documentaire étant négociable à 30 Jours de date de présentation des documents à notre établissement, vous voudrez bien nous marquer votre accord de règlement de $ US 417.880,39 pour le 24 Juin prochain, malgré les divergences suivantes que nous avons pu relever :

- les connaissements portent la mention : " Some bands damaged and/or missing au lieu de " Some bands broken and/or missing ".

Ils portent également la mention " All the terms, conditions, liberties, and exceptions of the Charter-Party are herewith incorporated - Except No Dispatch to Consignee ".

D'autre part, étant donné qu'il nous faut 2 jours pour obtenir les devises sur le marché des changes français, vous voudrez bien nous donner vos instructions pour le 22 Juin au plus tard.

Dans l'attente de vous lire pour accord, et avec nos remerciements anticipés, nous vous prions d'agréer, Messieurs, nos salutations distinguées.

CREDIT DU NORD
Succursale de MAUBEUGE

768a

TRANSLATION

from: French WB:daf

CREDIT DU NORD
Maubeuge Office
Post Office Box 161
Maubeuge

Maubeuge, May 25, 1970

REGISTERED

S.A. FABRIQUE DE FER DE MAUBEUGE
Post Office Box 100
59 Maubeuge

Our Ref. Foreign Department RN/PM

Subject: Letter of credit No. 98.066 for US$ 385,000
in favor of INTEREISEN STAHLHANDEL of DUSSELDORF

Gentlemen:

Against the above-captioned letter of credit we are enclosing herewith the following documents:

-3/4 commercial invoices

-3 x 2/3 original bills of lading

-3 x 3/4 packing lists

-1/2 insurance certificate.

As this letter of credit is negotiable 30 days from presentation of the documents to us, please let us have your agreement to the payment of US$ 417,880.39 on June 24th next, despite the following differences which we have noted:

-the bills of lading bear the annotation: "Some bands damaged and/or missing" instead of "Some bands broken and/or missing".

They also bear the annotation: "All the terms, conditions, liberties, and exceptions of the Charter Party are herewith incorporated - Except No Dispatch to Consignee".

769a

TRANSLATION

from:

Moreover, since we require two days to obtain the foreign exchange on the French foreign exchange market please let us have your instructions by June 22nd at the latest.

Waiting to receive your approval and thanking you in advance we beg to remain,

Yours very truly

CREDIT DU NORD

Maubeuge Office

770a

SEVEN SEAS EXH. F
AMENDMENT TO FABRIQUE
LETTER OF CREDIT

Defendant Seven Seas Exh for Id.

RECOMMANDÉ PAR AVION

CRÉDIT DU NORD
Société Anonyme
Capital 75 552 000 F.
R.C. Lille 59 3 435 — Liste des Banques n° 144

SIÈGE SOCIAL A LILLE
Place Richebé
Télégramme : Crédunord Lille

SIÈGE CENTRAL A PARIS
24, Boulevard Haussmann
Télégramme : Crédunord Paris

7 - 59 LILLE, le 3 Avril 1970
20, Place Rihour

COPIE

Banque [illegible] U.C.C.

24, Avenue Carnot

Référence à rappeler S.V.P. : [illegible]

CREDIT DOCUMENTAIRE N° [illegible]

Messieurs - Dear Sirs,

Nous avons l'honneur de vous informer que notre client :
We beg to inform you that our client :
Wir beehren uns Ihnen anzuzeigen dass unser Kunde :

FABRIQUE DE FER S.A., ST-QUENTIN,

nous prie de vous aviser que le crédit ci-dessus est ainsi modifié :
asks us to advise you that the above credit is amended as follows :
uns ersucht Sie zu avisieren dass das obengenannte Kredit so verändert ist :

- les connaissements peuvent être clausés "outer wrapers atmospherically not stained" and "slightly damaged" - "some bands broken and/or missing".

Toutes les autres conditions demeurent inchangées.
All other terms remain unchanged.
Alle anderen Bedingungen bleiben unverändert.

Nous vous prions de bien vouloir aviser les bénéficiaires et nous accuser réception de la présente.
Kindly advise the beneficiaries and aknowledge receipt of this letter.
Bitte, avisieren Sie die Begünstigten und bestätigen Sie den Empfang dieses Schreibens.

Vous en remerciant d'avance, nous restons,
Thanking you in advance, we remain,
Wir danken Ihnen im Voraus, und bleiben,

Vos dévoués - Yours faithfully - Hochachtungsvoll,

CREDIT DU NORD

N.B. Par notre message-télex nous vous avons demandé d'aviser les bénéficiaires d'urgence par télex.

[illegible] de notre Télégramme [illegible]

Mod. 1279 a - 4-67

USA 33a - 475
(ET) 23-71

Dep. Seven Seas

EXHIBIT
U. S. DIST. COURT
S. D. OF N. Y.

F

771a

TRANSLATION

from: French WB:daf

Credit Du Nord
F - 59 Lille
28 Place Rihour

April 3, 1970

REGISTERED AIR MAIL

copy

Banque Lambert S.C.S.
24, Avenue Marnix
B 1050
Brussels
Belgium

Our Ref. Please Quote JPS/IS

Letter of credit No. 98066/669712

-Confirmation of our telex of today-

Dear Sirs:

We beg to inform you that our client

FABRIQUE DE FER S.A.
59 Maubeuge

asks us to advise you that the above credit is amended as follows:

-the bills of lading may be annotated: "outer wrappers atmospherically rust stained" and "slightly damaged" - "some bands broken and/or missing".

All other terms remain unchanged.

Kindly advise the beneficiaries and acknowledge receipt of this letter.

Thanking you in advance we remain

Yours faithfully

Credit Du Nord

Note: By our telex we have asked you to advise the beneficiaries immediately by telex.

LAWYERS' & MERCHANTS' TRANSLATION BUREAU
Carl V. Bertsche (1908-1966) (Translating Service Bureau) Est. 1908 Wm. Bertsche, J.D., Ch. E., A.C.S.
PHONE (212) 344-2930-1 11 BROADWAY, NEW YORK, N. Y. 10004

7 Seas
U. S. DIST. COURT
S. D. OF N. Y.
H - id

RALPH R. PEACHMAN
MARINE SURVEYOR

SEVEN SEAS PROPOSED EXH. H
ON-LOADING SURVEY

TELEPHONE
871-4240

772a

Report of Survey

DATE January 28, 1971

...t of the Great Lakes International Corp., Cleveland, Ohio.

MV "POLARLAND"

INSPECTION OF LOADING AND STOWAGE

THIS IS TO CERTIFY that the undersigned surveyor did, at the request of the Great Lakes International Corp., Cleveland, Ohio, attend at Pier No. 28, Cleveland, Ohio, on board the subject vessel, May 12, 13 and 14, 1970, in order to examine the condition, loading and stowing of a cargo of Hot and Cold Rolled steel, in coils, and have to report as follows:

In accordance with instructions from the Great Lakes International Corp., Cleveland, Ohio, we attended at the vessel's loading berth, to inspect the condition of the above mentioned cargo, the loading of said cargo, and to give assistance with regards to the stowage.

The cargoof Hot Rolled and Cold Rolled coils had been delivered to the Pier on flat-bed trailers, prior to our attending and the vessel's arrival, and was in the outside storage area with the coils of Cold Rolled steel protected by means of tarpaulins and the coils of Hot Rolled steel, unprotected. The loading was carried out during periods of favorable weather.

Each of these coils was fitted with four core-straps and two girth-straps and it was noted that one or more of these straps on some of the coils, had become broken from previous handling. All of the coils of the Hot Rolled steel were rusted in an overall condition, and old and dried water courses were found in the bottom sections and extended for the full width of the core laps. In addition, the majority of the coils were telescoped from 0" to 2", and many of them had their outer laps and edges chain-scored and the core-laps bent due to previous handling. The coils of the Cold Rolled steel all showeddeaddistortion in way of the core and top edge protection, due to previous handling, and the covers were lightly to moderately rusted overall.

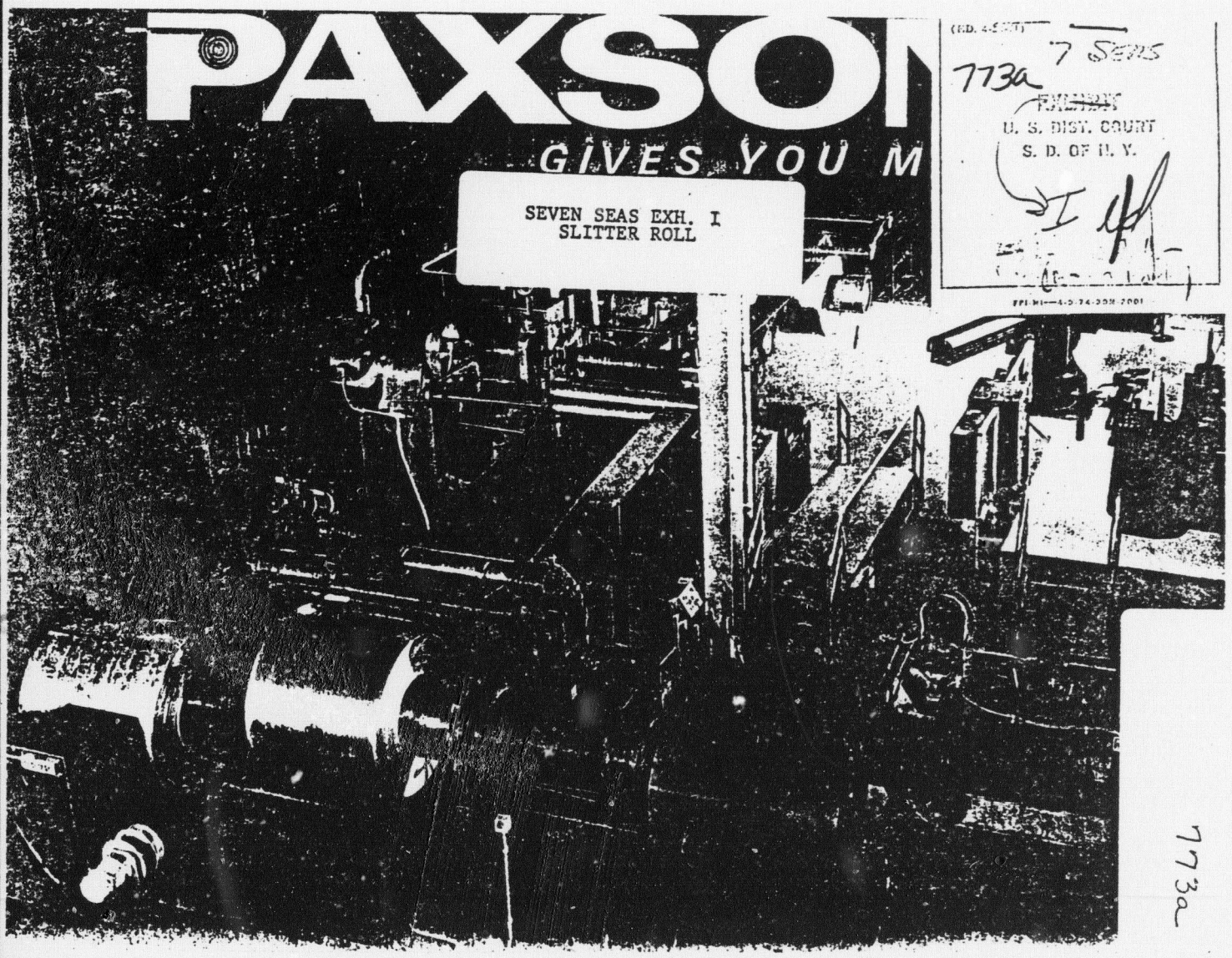
The coils of steel were broght to the hook by means of forklift trucks and were loaded by means of flat, braided wire rope slings, flat chain-belts and single chain slings. Forklift trucks were also used in the Holds, when practicable, in order to properly stow the cargo.

Prior to receiving the coils on board, doubled strips of dunnage were placed over the Tanktops, all in way of the vessel's internal double-bottom members in order to prevent any distortion to this structure. The coils were then laid on their rounds with their axis all in fore and aft positions and tiered from three to four high. Upon completion, the cargo was secured by means of blocking, shoring and lashing with cables and turnbuckles, all to the satisfaction of the vessel's command. The entire operation was carried out without incident.

A complete list of the coils that made up this cargo, including damage, deficiencies, Lot Numbers and Coil numbers, is on file in this office and will be submitted to the Terminal upon request.

Survey made without prejudice.

RALPH R. PEACHMAN, SURVEYOR



(F.D. 4-5-61)

7 Seas

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U. S. DIST. COURT
S. D. OF N. Y.

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FFI-NI—4-5-74-20M-2001

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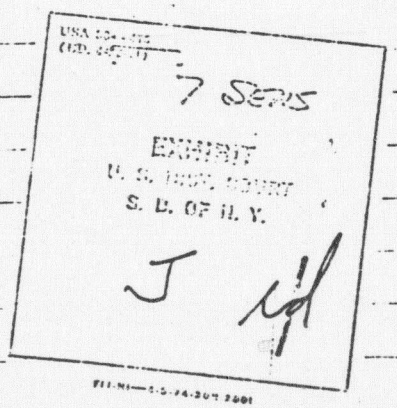
SEVEN SEAS EXH. J
CONVERSION TABLE

MILLIMETERS CONVERTED TO INCHES

Pg 16 & 17	560 x 620 mm	=	22 X 24.4 inches
	630 x 600	=	24.8 x 23.6
	650 x 550	=	25.5 x 21.6
	570 x 600	=	22.4 x 23.6
	610 x 560	=	24 x 22
	630 x 570	=	24.8 x 22.4
Pg 24	490 x 670	=	19.3 x 26.3
	630 x 580	=	24.8 x 22.8
	580 x 650	=	22.8 x 25.5
	500 x 650	=	19.7 x 25.5
	700 x 400	=	27.6 x 15.7
Pg 37	550 x 620	=	21.7 x 24.4
	550 x 620	=	21.7 x 24.4
	700 x 200	=	27.6 x 7.85
	700 x 400	=	27.6 x 15.7
	620 x 450	=	24.4 x 17.7



SEVEN SEAS EXH. K
LETTER

775a

EASTERN ROLL FORMING, INC.
Box 1008, Bristol, Pa. 19007

Plant Address:
Old Route 13
Between Mill & Market Sts.
Telephone (215) 785-1010

Caine Steel Corp.
9050 State Road
Philadelphia, Pa. 19136

Attn: Sales Manager

Dear Sir:

We are specialists in processing Tin Plate and Light Gauge Steel coils into flat litho quality sheets. Our sheeting lines can handle 1000# cobbles thru 20,000# full coils up to 48" wide; thickness from .005 to .065.

We also have the equipment and expertise to uncrush (put-in-round) flattened coils.

We offer a quality service to you that just may be lower in cost than doing the work in house. Three sheeting lines operating on two shifts assures on-time shipment.

Your inquiries will be given our prompt attention.

Sincerely,

EASTERN ROLL FORMING, INC.
Hank Gordon

USA 23[illegible]
(ED. 4-53)

7 Seas

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U. S. DIST. COURT
S. D. OF N. Y.

K

SEVEN SEAS EXH. L

ADVERTISEMENT

776a
7 Seas
U. S. DIST. COURT
S. D. OF N. Y.
L-4

D & B ENGINEERING

DIVISION OF HE-PRO, INC.

15834 Dante Drive
South Holland, Illinois 60473
312/ 785-5250

Gentlemen:

I would like to introduce you to our firm.

We are in the business of straightening damaged rolls of paper and coils of metal.

If your firm is in the position of turning over large quantities of material, this method is definitely the way for your firm to reap tremendous savings.

No longer do you have to absorb the loss in writing the damaged material off your inventory.

NOW, you may have our firm repair and guarantee that you can use the material after we finish working it, or there will be no charge.

WE DO NOT REQUIRE ANY MINIMUM WEIGHT

WE DO NOT CHARGE ANY TRAVEL TIME — 24 Hour emergency service

WE WORK WHEREVER THE MATERIAL IS — Plant - warehouse - dock or site of damage

OUR MEN ARE TRAINED TO HANDLE ANY SITUATION

WE ARE FULLY INSURED BY GLOBE INDEMNITY INSURANCE COMPANY.

ALL METAL COILS (any size) . . 1 1/4 cents per pound

Our paper prices are on a sliding scale:

0 - 50.000 lbs. . . . . 2 cents per pound

50.000 and over . . . . 1 3/4 cents per pound

For any additional information, please call.

GUARANTEE

IF WE CANNOT RESTORE THE ROLL TO THE POINT WHERE YOU CAN USE IT... THERE IS NO CHARGE FOR LABOR FOR TIME FOR TRANSPORTATION OF OUR CREW

Sincerely yours,

Stewart Prosk

Stewart Prosk
Vice President

SEVEN SEAS EXH. N
POLARLAND CARGO MANIFEST

GENERAL AGENT: WORLD SHIPPING, INC.

MANIFEST OF CARGO S/S POLARLAND MASTER N.Skigestrand VOY. No. TC-2 FROM CLEVELAND, OHIO TO ANTWERP, BELGIUM SAILED 19 May 1970 SHEET No. 1

B/L No.	SHIPPER	CONSIGNEE	QUANTITY	DESCRIPTION OF SHIPMENT	MARKS AND NOS.	WT. KILOS	WT. LBS.	FREIGHT BASIS WT. LBS.	FREIGHT BASIS MEAS.	RATE	PREPAID FREIGHT	COLLECT FREIGHT	SUR. CHARGES	HEAVY TOLLS	TOTAL
1	KINPEX INTERNATIONAL, INC. YORK, NEW YORK	ORDER OF: SHIPPER NOTIFY: S.A. FABRIQUE DE FER DE HAUEUCHE B.P. 100, 59 HAUBEUGE (FRANCE) ALSO NOTIFY: THOMSEN, ANTWERP	117 ✓	coils COLD ROLLED STEEL 1 x 1002 MM	GROSS WEIGHT SIZE IN MM (THICKNESS & WIDTH) COIL NUMBER HEAT NUMBER // WHITE	1,105,702 kilos (2,437,630 lbs)									
	- ditto -	- ditto -	59 ✓	coils COLD ROLLED STEEL 0.6 x 1002 MM	GROSS WEIGHT SIZE IN MM (THICKNESS & WIDTH) COIL NUMBER HEAT NUMBER // WHITE	536,805 kilos (1,183,440 lbs)						FREIGHT AND SEAWAY TOLLS PAYABLE PER TERMS AND CONDITIONS OF CHARTER PARTY.			
	- ditto -	- ditto -	123 ✓	coils COLD ROLLED STEEL 0.5 x 916 MM	GROSS WEIGHT SIZE IN MM (THICKNESS & WIDTH) COIL NUMBER HEAT NUMBER /// WHITE	1,071,002 kilos (2,361,131 lbs)									
4	SOCOMET, INC. 299 PARK AVENUE NEW YORK, NEW YORK	ORDER OF: SHIPPER NOTIFY: FLORIFRIGO AV ATZ DE VILLIERS 75, PARIS 17 EME, FRANCE	172 ✓	coils STEEL 3 x 1000 WHITE PAINT LETTER "FI"	PSA/ANTWERP SIZE IN MM WT IN KILOS HEAT NUMBER COIL NO. MADE IN USA	2,422,860 lbs									
			161 ✓ 333	coils STEEL 4 x 1200 WHITE PAINTLETTER "K"		2,366,390 lbs									
5	- ditto -	ORDER OF: S.A. AUTOMOBILES CITROEN NOTIFY: SOCANTRA ANTWERP, BELGIUM ALSO NOTIFY: S.A. AUTOMOBILES CITROEN	39 ✓	coils STEEL 2 x 1415 WHITE PAINT LETTER "L"	SIZE IN MM WT IN KILOS CAE NOS HEAT NUMBER COIL NUMBER FF MADE IN USA ANTWERP	689,870 lbs									
			40 ✓	coils STEEL 2 x 1410 WHITE PAINT LETTER "M"		725,640 lbs									
			74 ✓	coils STEEL 3x 1115 WHITE PAINT LETTER "O"		1,136,230 lbs									
			103 ✓ 356	coils STEEL 2 x 1265 WHITE PAINT LETTER "R"		1,571,320 lbs									
6	- ditto -	ORDER OF: SHIPPER NOTIFY: NATURAL BELGIQUE, ANTWERP ALSO NOTIFY: SWISS SAEA CORPORATION BASLE, SWITZERLAND ALSO NOTIFY: PORT, S.A. BASLE, SWITZERLAND	766 ✓	coils HOT ROLLED STEEL (PER ATTACHED LIST)	ANTWERP SIZE IN MM COIL NO. HEAT NO. CHEMISTRY MADE IN USA WT IN KILOS	1A,523,940 lbs							E & O E WORLD SHIPPING, INC. 842 Standard Building Cleveland, Ohio (All) (as agents only)			
			1654												

7 SEAS
EXHIBIT
U. S. DIST. COURT
S. D. OF N. Y.
N-4

778.

SEVEN SEAS EXH. O
AUTHORIZATION TO
WORLD SHIPPING TO SIGN
BILLS OF LADING

GENTLEMEN:

I CAPT. K. SKJERSTRAND MASTER OF THE M/V POLARLAND, DO HEREBY AUTHORIZE WORLD SHIPPING INC. TO SIGN BILLS OF LADING COVERING CARGO LADEN ABOARD MY VESSEL IN CLEVELAND, OHIO MAY 12/ , 1970

Captain K. Skjerstrand
MASTER M/V POLARLAND

USA 884-4[illegible]
(Ed. 4-63-[illegible])

7 SEAS

EXHIBIT
U. S. DIST. COURT
S. D. OF N. Y.

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[illegible]-4-5-74-20M-2001

7794

GREAT LAKES INTERNATIONAL CORP.

103 ERIESIDE AVENUE
CLEVELAND, OHIO 44114

INVOICE NO. 7095

DATE JUNE 9, 1970

SEVEN SEAS
745 FIFTH AVE.
NEW YORK, NEW YORK

Winher

SEVEN SEAS EXP. P
GREAT LAKES INVOICE

LOADING MAY 11-19, 1970

TERMS:

M/V	VOYAGE	DOCK	DATE
POLARLAND NE			

B/L	COMMODITY	WEIGHT	CUBIC	GROUP	B/UNITS	RATE	REVENUE
NITEX	299 COLD ROLLED COILS	5,984,270	-----	COILS	2671,549 LT	2.50	6,678.87

PURCHASES ENTERED 9/2
PAGE #
STEEL PURCH.
STEVEDORING
CITY
INSURANCE
OCEAN
TRUCKING
ITEM
EXP. ITEM
GENERAL ITEM

PAID
9/21/70
10021

7 SEAS
EXHIBIT
U. S. DIST. COURT
S. D. OF N. Y.

SEVEN SEAS EXH. Q
INVOICE

780a

GREAT LAKES INTERNATIONAL CORPORATION

100 ERIESIDE AVENUE
CLEVELAND, OHIO 44114
PHONE 216-696-6880

PURCHASES ENTERED
PAGE # 1
STEVEDORING STEVEDORING

INVOICE NO. 3418

DATE 5/12/70

NIMPEX INTERNATIONAL
551 FIFTH AVENUE
NEW YORK, NEW YORK
(ATT: MR. MARTIN RESNICK)

TERMS: 10 DAYS

M/V	VOYAGE	DOCK ITEM	DATE:
POLARLAND			ETA: 5/12/

CHARGE FOR: [XX] TERMINAL TRANSFER CHARGE PER GREAT LAKES MARINE TERMINAL TARIFF T-1794
[ ] ASSISTANCE TO U. S. GOVERNMENT INSPECTION

ENTERED ON SHIP SHEET

COMMODITY	WEIGHT	RATE	TOTAL
299 COILS: STEEL	5,982,200	.06¢ per M	$3589

OK for Inv 299

ORIGINAL INVOICE

EXHIBIT

Form 1

USA 33-115
(ED. 4-69)

7 SEAS

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U. S. DIST. COURT
S. D. OF N. Y.

FM-MI—4-5-74-304-2001

781a

SEVEN SEAS EXH. R
SEA FREIGHT BILL

FRACHTCONTOR JUNGE & CO.
Hamburg Emden

Telefon: 32 23 81
Telegr.: TRIMMING
Bankverbindung:
Gloman Bank K.G. Hamburg
Kto. Nr. 4444 100
Postscheck: Hamburg 103 600

2 Hamburg 1, Ballindamm 17
May 28th, 1970
Ld.

Messrs.
Seven Seas Shipping Corp.
745, Fifth Avenue
New York 10.022

DEBIT

MV "POLARLAND" 19.5.70 Cleveland - Antwerp Contract Ferrostaal AG., Essen dd. Stockholm 5.3.70		
T O		
Seafreight 13.542,0 lgt Coils at $ 10.25		$ 138.805,50 ========== E.&.O.E.

USA 354-476
(ED. 4-57)

7 SEAS

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U. S. DIST. COURT
S. D. OF N. Y.

FFI-HI—4-3-74-30M-2001

payable to:
Bremer Landesbank, Bremen, account

782a

SEVEN SEAS EXH. S
BILL

Seven Seas Shipping Corp.

745 FIFTH AVENUE

NEW YORK, NEW YORK 10022

INVOICE
70 064

TWX 710-581-6091
WESTERN UNION TELEX 01-26126
R.C.A. TELEX 224-001
ANSWERBACK "SEAS"

TELEPHONE - (212) 752-7535
CABLE ADDRESS "SETSEACOR"

May 21, 1970

Wimpex International Inc.
745 Fifth Avenue
New York, N.Y. 10022

VESSEL	C/P	POINT OF ORIGIN	DESTINATION
M/V REMBRANDT T/C 2		Cleveland	Antwerp

Loading 2670.663 L/T equal 2712.789 M/T
of Steel coils
from Cleveland to Antwerp

Ocean freight:			
2670.663 L/T @ $11.25 per L/T			$30,044.[illegible]
Canal tolls:			
2670.663 L/T equal 2991.143 S/T			
2292 S/T @ $0.90 per S/T	$2,062.80		
73% Cnd. funds	$1,505.84 @ .932	$1,403.44	
27% U.S. funds	556.96	556.96	
	$2,062.80		1,960.[illegible]
			$32,005.[illegible]

There are no stevedoring charges included in this invoice, upon receipt of these bills we will forward them to you for direct payment.

FILED
DEC 8 1971
U. S. DIST. COURT
S. D. OF N. Y.
EXHIBIT
Seas 7
S

783a

SEVEN SEAS EXH. T
BILL

Seven Seas Shipping Corp.

745 FIFTH AVENUE

NEW YORK, NEW YORK 10022

INVOICE
70 062

TWX 710-581-6091
WESTERN UNION TELEX 01-26126
R.C.A. TELEX 224-001
ANSWERBACK "SEAS"

TELEPHONE - (212) 752-7535
CABLE ADDRESS "SETSEACOR"

Philipp Brothers, Inc
299 Park Avenue
New York, N.Y. 10017

May 20, 1970

M/V POLARLAND, Voy. T/C 2	C/P	POINT OF ORIGIN Cleveland	DESTINATION Antwerp

Loading 10071.344 L/T equal 10671.963 10671.395 M/T of steel products from Cleveland to Antwerp		
Ocean freight: 10071.344 L/T @ $11.25 per L/T		$122,302.62
Seaway tolls: 24331010 # equal 12175.905 S/T		
12175 at $0.90 per S/T $10,958.40		
73% Cnd. funds $7,999.63 @ .932	$7,455.66	
27% U.S. funds 2,958.40	2,958.77	
$10,958.40		10,414.43
		$132,717.05

There are no stevedoring charges included in this invoice, upon receipt of these bills we will forward them to you for direct payment.

USA 84-478
(Rev. 4-65)

7 SEAS

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U. S. DIST. COURT
S. D. OF N. Y.

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SEVEN SEAS PROPOSED EXH. W
MOLENA/AMLIE AGENCY
AGREEMENT

ORIGINAL

THIS AGREEMENT made at Oslo on the 8th day of December, 1967, between MOLENA TRUST INCORPORATED, a Liberian corporation (hereinafter called "Charterers"), and D/S A/S VESTLAND (Rich. Amlie & Co. A/S), a Norwegian company (hereinafter called "Messrs. Amlie".)

WHEREAS Charterers desire to operate the Norwegian flag Motorship "POLARLAND", (hereinafter called the "Vessel"), through the management of Messrs. Amlie for the duration of the period while the bareboat charter party dated 8th December 1967 (hereinafter called "charter") remains in force.

W I T N E S S E T H:

Scope of Authority

1. Charterers appoint Messrs. Amlie as agent to assist them in the operation, husbandry and conduct of the Vessel and to perform such other functions as may be required.

2. Messrs. Amlie accept such employment and agree to assist in such operation, husbandry and conduct of the Vessel under authority as herein defined, and agree to perform such other functions as may be required by Charterers, it being understood that such functions do not include functions similar to those performed by a time charterer.

3. Messrs. Amlie shall in the name and on behalf of Charterers

(a) obtain a suitable master and full complement of officers and crew personnel for the Vessel in accordance with the requirements under Norwegian flag, who shall be employed at wages and on other conditions applicable to seagoing personnel on Norwegian flag vessels;

SEVEN SEAS PROPOSED EXH. X
MOLENA/VESTLAND/AMLIE
OPTION AGREEMENT

MEMORANDUM OF

AGREEMENT

THIS AGREEMENT, dated as of the 8th December, 1967, between D/S A/S VESTLAND (Rich. Amlie & Co. A/S), a Norwegian shipowning company of Haugesund, Norway (hereinafter called "Owners"), Owners of the geared bulk carrier vessel, "POLARLAND" (hereinafter called "Vessel"), and MOLENA TRUST INCORPORATED, a Liberian corporation (hereinafter called "Charterers")

W I T N E S S E T H:

WHEREAS, Owners and Charterers have this day entered into a bareboat charter party (hereinafter called "charter") of the Vessel; and

WHEREAS, Charterers desire to have an option to purchase the Vessel and Owners are willing to grant such option on terms and conditions mutually satisfactory to both parties; and

WHEREAS, Owners and Charterers have also entered into an agreement whereby Owners will perform certain services for Charterers in connection with Charterers' operation of the Vessel (hereinafter called "service agreement") and, by this instrument, the parties desire to enter into a contract covering such option and other matters agreed to between them,

NOW, THEREFORE, in consideration of the premises and the mutual covenants herein contained and other good and

one (1) copy

Service of ~~three (3) copies~~ of the

within Appendix

is hereby received this 15 day of March 197)

by .....

Attorneys for .....

one (1) copy

Service of ~~three (3) copies~~ of the

within Appendix

is hereby received this 15 day of March 197)

by Chadbourne, Mead, Walsh

Attorneys for Def-Appellee

RECEIVED
1977 MAR 15 AM 10 34
WALKER & CORSA